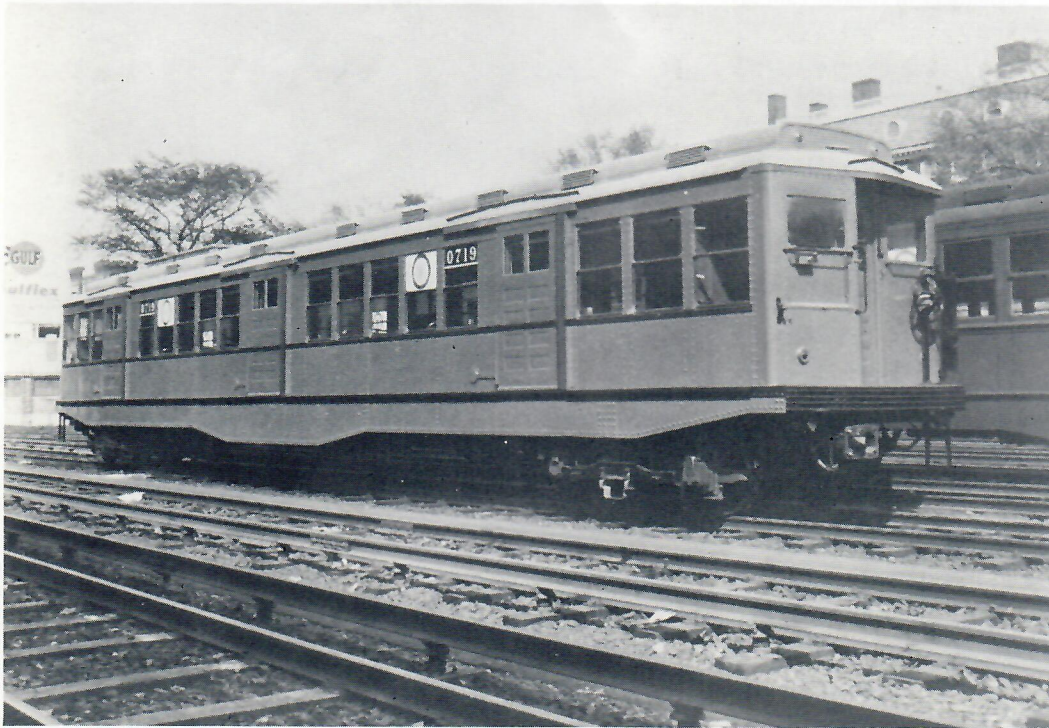


SEASHORE TROLLEY MUSEUM

Kennebunkport, Maine

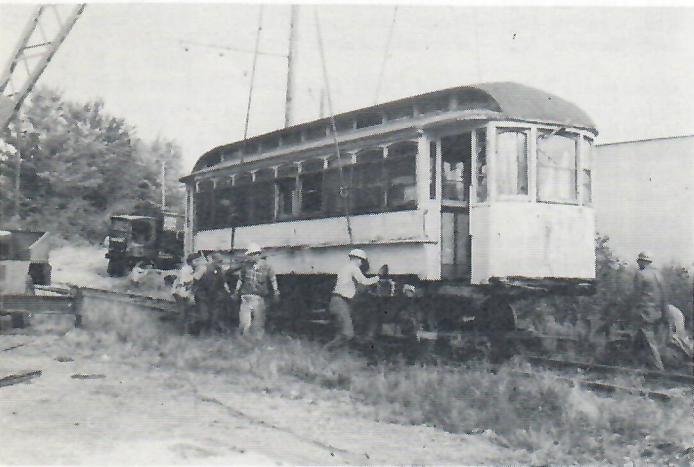
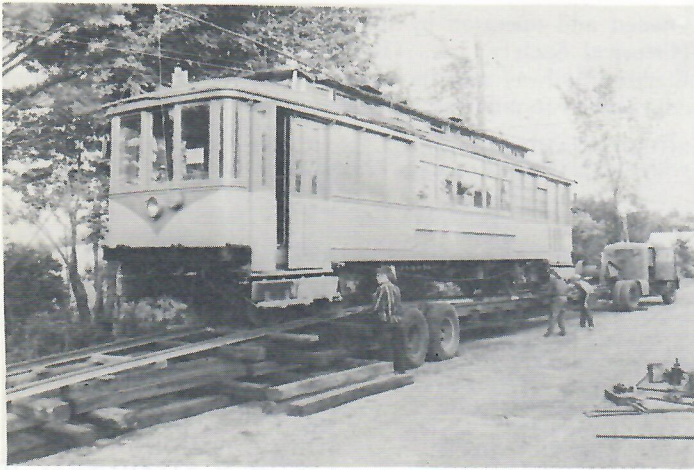


*Annual
Report
for
1970*

NEW
ENGLAND
ELECTRIC
RAILWAY
HISTORICAL
SOCIETY
INC.



Highlights of 1970



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 PHOTO UPPER: Resplendent in new orange and maroon paint scheme #0719 poses at Eliot Sq. Car House in Cambridge, Mass. in 1948, shortly after the newly formed Metropolitan Transit Authority had taken over from the Boston Elevated Railway. One of four renovated cars to sell rapid transit extension to Quincy, it was maintained in good running condition to the end of its service days and was donated to the Seashore Trolley Museum by the successor authority, the MBTA in 1969. Photo by Donald Bowdoin.

COVER PHOTO LOWER: Red Arrow Lines #62, as shown in the American Transit Association's "Passenger Transport" shortly after restoration to original Philadelphia and West Chester Traction Co. paint scheme, with stained glass windows put back in continuous sash sections. A donation by Merritt Taylor, third generation President of the former Red Arrow Lines now taken over by Southeastern Pennsylvania Transportation Authority, it will fill a definite gap in the museum's collection and will be placed in service following regauging. Photo A.T.A.

ANNUAL REPORT 1970

1970 can certainly be termed yet another successful year in the Seashore Trolley Museum's history. Top priority had been given to three major objectives which were successfully carried out. While this of a necessity ruled out substantial progress in other areas, it by no means prevented the achievement of as many somewhat lesser goals.

First the new car shop and woodworking mill were made functional by mid-summer and millwork requirements could be manufactured under the same roof with car repairs. Then contracts were let for the long awaited sanitary facilities project, and with these carried out to a successful conclusion work was recommenced on the second half of Central Yard to permit complete use of the portion of Butler Grove II car barn previously built.

1970 also saw passenger service extended beyond RS&E Tower 5, our regauged P.C.C. car made operational, most of the unsightly car-bodies on rotten row retracted and moved elsewhere, the moving to the property of the museum's longest car, and a much needed addition built on to the Gift Shop. One of the greatest endorsements in years to our efforts came in the form of the most welcome donation by Merritt Taylor, President of the former Red Arrow Lines, in the form of the beautifully restored centre entrance car #62. Through the generosity of the Nova Scotia Power Company, Ltd., one of their Halifax trolley coaches will join the fleet. Last but not least a surprise import from Canada turned out to be a long wanted San Francisco Cable car.

Although contributions to the "3 Point-'70" fund raising drive were good, the financial requirements of the Sanitary Facilities portion of the appeal had to be met first, ruling out further car barn construction until the coming year. Nonetheless completion of the second half of Central yard permitted placing eight more cars under cover. Emphasis in 1971 will be placed on completion of track laying to RS&E tower 8 and on construction of forward half of Central Barn over existing trackage to accommodate an additional eight to ten cars.

Long range plans contemplate the continuation of the building program not only to get all rolling stock under cover but to provide an unoccupied central track in each building to permit greater access for visitors wishing to view our cars. When sufficient mainline has been put into operation and a turning facility installed to permit the regular use of our single end cars, attention will be turned toward converting the existing lead track to the Butler Grove area into either a branch line or a segment of a belt line. Eventually a trackless trolley line will be added probably to link the outer edges of the parking lot with the core area.

Endowments and/or corporate financial assistance will continue to be sought however to permit the scope of the museum to be expanded beyond its present financial means. Only then could the construction of a central building be contemplated that would include a library, photograph collections, cut-away displays of traction motors and control equipments, a model layout, and a proper museum type display of items pertaining to the history of the electric traction era.

So, too, could a multi-purpose block of the 1910 era add a bit of "Main Street" flavor to the overall picture, but not in the foreseeable future on the basis of the museum's present income.

Public support continues to increase with 1970's riders exceeding the 40,000 mark, an increase of 20% over the previous year, and this despite a summer notable for its generally poorer weather. Gift Shop Sales rose at an even greater rate, by over 25%, making a substantial contribution to the costs of the new Facilities Building. As in the past, with the continued support of its dedicated members, Seashore will become each year a better place to visit and a more rewarding place to donate one's working time and skills.

TRACK AND OVERHEAD LINE WORK

In 1970 we were able to accomplish much in the areas of track construction and overhead line maintenance. Because the winter months were relatively void of snow, we were able to take advantage of the bare ground and proceeded with construction on the main line extension. Heretofore track was complete through R. S. & E. tower 3, ending just a few rail lengths beyond. The procedure employed called for two or three people working during the week to crop rail ends and make up joints. Thermit Welding will ultimately replace two out of three joints. On weekends a large crew would do the spiking and set more rails in place preparatory for the following week's work. Thusly we added about 750' to the existing main line, ending halfway between tower sites 5 and 6. Shortly thereafter towers 4 and 5 were erected and two additional trolley brackets temporarily installed in between each of them on the abandoned C.M.P. poles still in place. With the stringing of more trolley wire to a new temporary dead end, 600' of the new trackage was made operational for the approaching summer season. Additional work involved the replacement of an old vitreous tile culvert, a remnant of the Atlantic Shore Line, with a



Paul White supervises installation of Cheatham track switch contactor from roof of S-71. Photo James E. Tebbetts

24" diameter asphalted metal culvert. During the summer two additional R. S. & E. towers were sandblasted and painted in preparation for installation in the fall, but this was postponed until 1971 due to the higher priority given to completing Central Barn trackage.

The two southerly tracks within Central Barn had been completed in 1969. Hardly had work started again on the remaining northerly tracks, when further consideration was given to moving the narrow gauge Los Angeles car here. Accordingly the northernmost track, number 4, was dual gauged so that L.A. #521 could be stored under cover and yet have its own short section of track over which to operate. Accordingly the car was ramp loaded at its old location of 16 years where it had overlooked the entrance to the property, moved to Central on the Highway Monster and unloaded by means of a second ramp onto the track specially prepared for it. At some time in the future a special switch and short spur must be built to permit maneuvering other cars around it. Progress on the rest of the trackage at Central was slowed down during the summer and early fall as the main effort had to be diverted to the Facilities project which is described elsewhere herein.

During the summer and early fall when the work lagged on this project, no effort was spared to get the recently acquired Nordberg spiking machine in useable condition. Missing parts were acquired and the faulty gasoline engine replaced with a revamped 600V DC motor that formerly powered the band saw in Car Shop #1. On the same day, late in the fall that the bulldozer came to put the finishing touches on the Facilities project, work recommenced on the yard track with the replacement of rails removed while the new building was being built.

This Year's work involved completion of the right hand side of a switch partially built in 1969, branching off of track 2, along with the layout and construction of an additional left hand switch where tracks 3 and 4 divide. Construction of these tracks within the building area totalled 480', employing ties made from surplus and sub-standard creosoted line poles cut to 8' lengths and 56# Warwick rails. External trackage as before was built of 85# A.S.C.E. rail, largely from the trestle in Sanford donated by Nasson College, and with ties salvaged from the Portland area. The several curves were laid out and bent with the ball bearing screw jack operated rail bender, the joints made up and the track hand spiked to gauge. This time, however, with available time running short, the rebuilt spiking machine, now electrically powered, came to the rescue. After a few minor adjustments and modification of the rheostatic control, the machine performed well making it possible to bring the job to rapid completion just as the first snow began to fall. Although quite a bit of snow shovelling was required, five more cars were able to join the Los Angeles car in the Northern half of Central Barn.

During the past several years due to increased amounts of track construction we have been rather short of materiel, especially ties. In 1970 this problem was solved. Through the efforts of William Dox we were able to take advantage of several track abandonments which provided sufficient

ties and rail for needs projected well into the immediate future. A siding in Portland was the source of about 800 track feet of 85 lb rail, plus assorted joint bars and tie plates. Late winter and early spring saw the arrival of several hundred main-line quality ties from yard trackage being taken up at a quarry in Westbrook and near the new International Ferry Terminal in Portland. Much farther away in the town of Canton, The MEC had abandoned a branch which became one of the largest sources of ties in a number of years. Over the course of several weekends, Seashore crews had their hands full, quite literally, loading and unloading ties, often two trailer loads at a time and on occasion well into the night. We were receiving so many ties we did not know where to put them all! Many switch timbers were included in the Canton Project, an undertaking which gained Seashore well in excess of a thousand ties and corrected the previous material shortage.

A considerable amount of work has been done to improve the condition of the trolley wire south of M&SC Jct. The wire between that point and Shop 1, as well as in the South Boston Yard and a major portion of the Arlington Heights Loop have been tightened, eliminating most of the cause of dewirements in these areas. Trolley wire was extended into South Boston Barn, on the westerly track leading into the south end of Riverside Barn, and into Shop 1. Several switch frogs were relocated and/or replaced so that operation along the rip track would be more reliable. Also as a part of the improvements at Shop 1, a section breaker was installed a few feet south of the three-way turnout. Shop 1 itself was set up as a depot for line material and many items of both street railway and trackless trolley categories revamped and stored in shelving vacated by the rolling stock repairs group.

One major undertaking was the installation of Seashore's first electric track switch of the Cheatham type. This involved installation of the large solenoid that is housed within a steel casting set between the point and mate castings of the South Boston lead switch. Actuation of this "power on-power off" type is made by means of a contactor on the trolley wire and an operating coil mounted on a pole. Depending on whether the car is drawing motor current or coasting through the contactor the point will be thrown to either the right or the left. Because of two-way traffic over this switch, cut out contactors had to be installed to prevent a south bound car, trailing the switch, from energizing the switch throw.

POWER DEPARTMENT

Early in June one of the diodes in the rectifier set blew up and the resulting arcing caused several of the others to fail. Museum operations were not curtailed, however, because it required only a couple of minutes to switch over to the motor generator set. Since then engineering studies and consultations have been underway to determine the cause of the failure so as to be able to prevent a repeat performance in the future. A new set of diodes have been located and it is expected that the rectifier set will be back in operation early in the 1971 operating season.

SANITARY FACILITIES

In order to prevent further delay of the sanitary facilities it was decided that rather than design them as part of a future Gift Shop building on Seashore's "Main Street" that other sites around the Museum be considered.

If possible a site should be selected where restrooms will be required even after construction of "Main Street". The Trustees felt that ultimately restrooms would be required for the Butler Grove area as well as other locations around the property. From an engineering point of view, the Butler Grove area was favorable since there was suitable land between Highwood and Central barns for construction of the leaching field. When percolation tests were performed on this area it was found to be an exceptionally good choice.

Since the building in Butler Grove will ultimately be only one of several restrooms around the Museum, the smallest practical design was selected that would not only serve the public but would provide the reliability and convenience to our working membership. The building was designed to require the minimum of maintenance, i.e. concrete floors, concrete block walls, wall mounted fixtures, hose connections and floor drains in all rooms. The building was built to all intents and purposes as shown in the Spring Appeal, composed of three rooms, mens', womens' and a utility room between.

In order to reduce the rate of water flow required from the well, an underground storage reservoir was provided that would allow the well 24 hours to produce the water consumed in essentially eight hours within the restrooms.

With this in mind, the General American Transportation Company (GATX) was approached for the possible donation of two additional tank cars, one for a water tank and the other to be converted to a septic tank. Through the generosity of GATX the Museum saved considerable expense

in the acquisition of these two tanks, which are now buried and serving their intended functions.

Construction started in earnest in August when Mr. Preston Maskell arrived at the Museum to drill the well. After two days and 210 feet of drilling, water was struck which flowed at a rate in excess of four gallons per minute.

During August plans and specifications were submitted to several local contractors for the construction of the building including all interior plumbing. At the Trustees meeting in early September it was voted to accept the offer of Philip Gadbois of Biddeford with work to commence immediately. The contract was basically completed by the middle of November except for a few minor finishing touches that were completed in December.

While Mr. Gadbois' crew was busy on the building, a Seashore crew was busy clearing land, constructing the leaching field, as well as burying the two tank cars. While excavating for the tank cars, our differential dump car #3608 was used to haul away excess fill from the tank holes. As it turned out, three loads on the dump car just balanced the fill.

With the advice of Arundel's Plumbing Inspector, Mr. Hetzal, the leaching field was constructed between Highwood and Central Barns with provisions for future expansion, running further back between the barns. The last of the earth work was completed in the middle of November.

In the slack time between supervising the building construction and building the leaching field, a small well house was constructed by Seashore forces adjacent to the well to house the pump and a small water tank.

As presently constructed the restrooms cannot be used in winter since there is no heat. It is planned to install insulation, add exterior sheathing and provide heat as funds become available.

NEW CAR SHOP OCCUPIED

The summer of 1970 proved to be one of the most eventful of any in the restoration department of the museum. Much progress was made in both the areas of car work and equipment to facilitate this work.

Perhaps the most important event was the consolidation of our restoration work under one roof. This was brought about by the completion of the machinery lean-to in 1969 and the rest of the concrete floor in 1970. It was then possible to move the previously acquired machinery to its permanent locations. Before the floor was poured, conduit for electric power was laid as well as piping for the air system.

In order to power the machinery a new 2300 volt 3-phase power line was lead to a transformer bank located high on a pole at the rear of the shop. This is then lead to a new power distribution panel and from there to all parts of the building. A large number of outlets are located around the periphery of the shop. Some lighting has been installed and more will be completed with the putting up of a large number of 4-ft. fluorescents donated by a member. Power is distributed to the machines through extension cords from heavy outlets thereby giving flexibility in their location.

Many of the tools have been placed in operation and suitable guards placed around them for safety. Motors, controls and belting have been gone over and replaced where necessary and all work has been done to the highest standards of workmanship and safety. In order to remove the large amount of sawdust produced by our woodworking machines a cyclone separator was donated, moved from South Portland and erected outside the shop and piped to two of our machines. Quite efficient in its operation, it will be connected in the future to as many machines as possible.

Forty feet of heavy hardwood work benches was constructed. The air compressors and tank were moved to the west side of the shop to clear for track extensions. A large rack was built to store lumber, steel and pipe stock. Several bins and shelves were erected to consolidate and properly display our extensive stock of hardware. The paint car and most shop equipment was moved up from the old shop area. A heavy portable gantry crane was donated by a member, moved to Seashore, reassembled and made operational. The main shop area was filled level with the rail heads with sand to give a better working surface.

With this equipment it is now possible to make most of the wooden parts we will need and do much of the necessary metal work.

Future needs are 1) moving out of the cars on the two west tracks and the proper construction of one track in their place. 2) construction of proper tracks to gain access to the rear of the building. 3) construction of pits & remainder of concrete floor. 4) closing in south end of old Quonset extension and making doors on north end operational. 5) construction of heavy metal working areas for truck and blacksmith work. 6) construction of storage space for lubricants, parts, stock, etc. handy to the shop.

In spite of the large amount of time put in on the machinery and equipment great progress was also made in car restoration.

ROLLING STOCK RESTORATION AND OVERHAUL BY SUMMER WORK FORCE

BRILL 15 Bench Open #303 Work Scheduled for this car in 1970 had called for merely the reailing of sheathing on the top deck of the roof before recanvassing of this section. But close hand inspection revealed that the carlines to which the sheathing was fastened, especially those reinforced by steel, had deteriorated so badly through the leaks that the roof had developed when the car was subject to outside storage, that there was no alternative other than removing the entire top deck, and rebuilding it with new carlines and sheathing made right there with the new shop machinery. In so doing full advantage was taken of the opportunity to wire brush and paint with rustoleum the metal carlines, and to speed up that most tedious of jobs, the removal of old paint and varnish from the clerestory window area. Actually much of the labor lost in rebuilding this section was regained in time saved in this latter operation.

As nothing remained of the original headlining and only about half of the moulding, almost all new material had to be used for replacing the inside finish. The new birch plywood, waterproof this time, was richly decorated with original filigree in Gold Leaf before installation. New Chipped glass was installed in the clerestory section, and new trolley plank applied. All of this coupled with the new roof bonnets fabricated during the two previous years at Car Shop #1 meant that all the parts of the car body that had borne the brunt of the elements over the years had been replaced. It was gratifying to find that indoor storage had come soon enough to have spared the rest of the body of the car.

The seat backs after nearly seventy years of use and abuse while still sound were found to be in need of complete disassembly and regluing. All the old varnish and paint has been removed and the parts are awaiting final reassembly and refinishing. With all of the work done this year and the past several, it will be little wonder that #303 will once again appear very much as it did when it left the J. G. Brill works although in the more familiar latter day Connecticut Company paint scheme.

Work on **Montreal double-end lightweight #2052** was slated to be the other major project of the summer work force. The first part of the work proceeded according to schedule, tearing down the interior of the second side of the car, and the splicing in of new sections of "T" post in the belt rail area, but as in the case of #303, closer inspection revealed that more work than planned was necessary. Excessive rusting of the side panels particularly in areas adjacent to the trucks indicated at least the cutting out of sections and the flush welding in of new sections of steel. But the panels of a fairly light gauge of steel to begin with, and now rusted that much thinner, didn't lend themselves to this type of repair. Rather than compromise the work already done on this car in previous years by resorting to patch work, it was decided to postpone completion of #2052 until the following summer when more time and additional funds would permit complete replacement of the worst of the panels. Those that had suffered the most from corrosion had also buckled and warped. The new replacement panels will be made of Cor-ten steel which in addition to being more corrosion resistant will add materially to the strength and appearance of the car. In contrast, **Montreal single-end lightweight #2652**, having had new side panels applied in the Tramways Shops during the operational part of its life, could be dealt with quite successfully by the cutting out and flush welding technique as described further along.

When work ran out on the #2052 project, attention was then shifted as a secondary undertaking to getting **Leeds Tram #526** operational again, and to repaint as much of the car as the time remaining would



A typical shop crew during the summer composed of employees and volunteers. Left to Right. Tom Murray, Donald Curry, Jack Murray, Russell Bryant, Bruce Reynolds, John Edgar, Tom Brigham, Jeff Sisson, R. T. Lane, Bill Wagner, Jim Hamlin. Photo James E. Tebbetts

permit. The lower deck of one side was handsomely refinished in Pillar Box Red and Cream. The car was found to perform very well on the Member's Day weekend. Future work hopefully to be resumed in the summer of 1971 would include replacement of a dasher and completion of external repainting.

Open 838 has had a new bull gear made and following final machining was delivered late in the fall. Its installation will be a top priority job to return this much needed open car to service.

ROLLING STOCK MAINTENANCE & REPAIRS BY VOLUNTEER FORCE

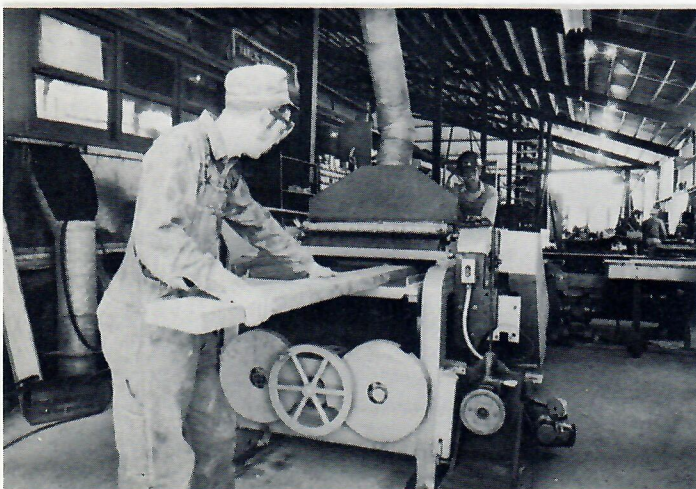
Once again, 1970 marked many major accomplishments undertaken by our volunteer members in their spare time. Significant improvements were made to no less than 18 cars by this group, an unprecedented figure.

One of the highlights of the year was the very solid start made on the restoration of **Baltimore Semi No. 5748**. The metal sheets on one side, installed in its last years of service, were removed and the car's principal steel member carefully cut. The car was then jacked and leveled so that when re-welded the body twist and arch nearly disappeared. These defects should be completely eliminated when the other side is similarly reworked. Major sections of most vertical posts were replaced, spliced, glued and bolted together. New sections of belt-rail were fabricated for later installation. Work on this car is largely possible because of the availability of our recently acquired woodworking machinery. While it will be several years before completion, this car is moving towards its role as one of the finest city cars in our collection.

1970 saw considerable progress on **New York subway car 3352**. The #1 end of the car was completely rebuilt and painted. This included reinstallation of the controller, brake valve, heater, etc. Two MU end doors and four side doors were made to replace the deteriorated doors on the car. Much steelwork was done, especially around the windows, construction of a new buffer and buffer plate on the #1 end, replacement of splashboards, etc. Stock was also purchased for making new window post covers. On the roof the catwalk was completed and the choke coil and lightning arrestor were installed. Other accomplishments consisted of renewal of some control cable and refurbishing of 11 windows for later installation. 1971's program calls for closing in the body and replacement of rusted sections of side panels.

Seashore now has an operational PCC car. Work on **Pittsburgh Rys. No. 1440** was essentially completed by early summer. Main work consisted of setting car onto its newly-regaged trucks in early spring, followed by a complete mechanical servicing. Some exterior and interior painting was necessary to complete the job. The car is now in good operating condition and has proven popular as a change-in-pace from our conventional streetcars.

Montreal No. 2652 is now being rehabilitated. Numerous large deteriorated areas of the side panels were cut out and new sections flush-welded into place. A novel technique of retaining a proper appearance was to weld rivet-heads in place through holes drilled in the sheets at proper intervals. Structural strength was improved by plug-welding sheet sections to vertical posts — several of which had been partly replaced. The unique variable automatic control system has been re-worked, and partial



Shop Foreman, Donald Curry, feeding board through the surface planer at Jim Hamlin in new Shop Machinery annex. Photo by James Tebbetts



MBTA 0719 ex-Cambridge Tunnel car posed with IRT #3352 at Arundel station. Note that both cars are equipped with trolley poles to permit operation at Seashore. The excellent restoration work on the New York

subway car has been carried out by member, James Tebbetts shown standing in the train door of 3352. Photo by Russell F. Munroe.

re-piping of the air system was completed. Presently, the car is in the midst of an interior and exterior painting program, which should be completed in 1971.

Denver & South Platte Ry. Birney No. 1 (formally YUCo #80) was repainted in its original maroon and cream colors. Roof gear and the old canvas were removed in preparation for re-building and canvassing — a task that our Shop crews will probably undertake.

MBTA subway car 0719, one of our latest acquisitions, saw much attention in the months following its arrival. Vandalism before acquisition necessitated much re-glazing. The railroad couplers, used in its movement to Maine, were replaced by reinstalling the Tomlinsons. The controllers were repaired and some new piping had to go into the air system. The Rail Vane fans, which had been stripped in error, were re-installed, and repairs were made to the fluorescent lighting. To make the car useable, trolley poles were arranged in as unobtrusive a manner as possible, with the car joining the active fleet only a few weeks after arrival. Rapid transit roof headlights were also added at this time. In 1971 the car will be completely painted, inside and out, with sandblasting done as required. With the car's comfortable seats, wide aisle and combination of air cooling and recent-vintage heater wiring, it will be very useful for slide shows and meetings at Seashore.

Oshawa Baldwin-Westinghouse locomotive No. 300 was completely repainted in its attractive Canadian National green, remaining one of the best appearing pieces of work equipment at the Museum. Long Island caboose No. 29, another piece of railway equipment, was also repainted inside and out. This caboose serves as living quarters for several of our more active weekenders. Two of our Boston work cars, side dump car 3608 and its trailer, ramp car 3603, were given utilitarian paint jobs by a diverse group of volunteers, greatly improving their appearances.

Both of our Boston Type 5 cars received continued attention. On 5821, the interior varnishing and painting has been essentially completed. A number of deteriorated doors were replaced and the roof painted. Remaining are only some floor repairs and minor body work and partial repainting of the exterior. 5734's roof canvas was given a general rehabilitation and painting. The roof is now virtually watertight and should last until the car can be housed inside and re-canvassed.

M&SC interurban car No. 621 has been reactivated. Roof repairs were made and sections of roof walk and supports replaced, followed by installation of roof gear. Repairs to defective doors and some mechanical work completed the job.

Boston Elevated Type 2 car 5060's complete restoration has resumed with its benefactor returned from Army duty. Presently the sash is being rebuilt and painted, and work is in progress on repairing and re-canvassing the roof. Much progress should be made on this car in 1971.

All three trackless trolleys received roof attention. MTA 8361 was brightened up by having its silver roof repainted, while Johnstown No. 713 had its aging roof canvas painted. Dayton No. 376, the recipient of heavier work, had the large canvas section around the trolley bases area replaced by welded metal sheets. Following this, the trolley boards, bases, poles, etc. were put in place. It is expected that JTCO 713 will gain this improvement in 1971.

Lastly, but not to be overlooked is B&M inspection car No. 500. During the year a good start was made on rebuilding its wood and canvas roof. Also accomplished was replacement of damaged masonite side panels and a deteriorated fuel tank. This car has been very valuable in maintaining some means of operation during past power failures and should be once again joining our active fleet.

THE MOVING OF 0719 AND RELOCATION OF MISCELLANEOUS CARBODIES

Two projects of fairly colossal proportions, both involving the use of crane service were combined and required approximately a full day's work with much planning in advance and coordination during the operation by museum personnel. The first part of the project involved the entire moving of Cambridge Tunnel Car 0719 from the railroad siding at Kennebunk to the museum property with funds entirely subscribed by interested members. Despite all the pre-scheduling, the crane typically didn't arrive from Portland until the afternoon. Once on the spot, no time was wasted in getting right to work. The crane's jacks were lowered and the dolly lifted from the flatbed. Using a spreader bar which Merrill had brought along for the job, several cables were attached to the car's motor truck and this was then lifted into the air. Then the flatbed was backed under that end of the car. After the motor end had been lowered onto the trailer and chained securely to it, the truck pulled ahead a few yards to move the trailer end of the car into position. As before, the lighter end was lifted and set onto the dolly. After a false start in which the dolly gave way before having moved



In mid-spring Seashore will receive its 4th trackless trolley. The Nova Scotia Light & Power Co., Ltd. has most generously donated its Halifax trolley coach No. 273. Built in 1950 by Canadian Car & Foundry, this will be our newest preserved vehicle. Acquisition of this coach gives us a unique opportunity to represent the Maritime Provinces, from which only one streetcar body exists in any museum. Photo by John Day



Former San Francisco Municipal Railway cablecar #48 after its arrival in Kennebunkport. Purchased in 1955 by a private collector it passed hands three times before finally being offered to Seashore by Mr. Paul Bienvenu of St. Lambert, Quebec. Recognizing the car's historic value to the transit industry Mr. Bienvenu offered it to the society after turning down various commercial interests.

Museum members, realizing the once in a lifetime opportunity privately raised the necessary funds whereby this veteran of Hyde, Jones and O'Farrell streets could be purchased and transported to Maine. No. 48 will be the society's second cablecar joining No. 105 of Dunedin, New Zealand. (Henry B. Brainerd photograph)

even one foot, the dolly was rechained and the trip to the property commenced. The usual procession of automobiles followed 0719 on the thirty-five minute ride to the museum. Upon arrival the crane was set up and jacked and the trailer with its load spotted on the bunkhouse track. The loading procedure was reversed and within an hour 0719 had finally set wheels on Seashore tracks. The trailer and dolly departed immediately thereafter, the entire operation having taken about five hours.

On the following morning work started early with the first order of business being the removal of a broken line pole and transformer north of South Boston Barn. Next, cars 39 and 50 were retrucked, about one hour being spent on each. The crane returned to the vicinity of Shop 1 where some difficulty was encountered in lifting the paint car out from under the power line running to our service entrance but within a few minutes it was loaded onto a four-wheel trailer to be towed to the new shop. While the paint car was slowly advancing toward its new home, the crane was being used to erect the large sawdust bin and dust collector beside the new shop. Upon arrival of the paint car, it was unloaded to a spot beside the sawdust bin. And finally, just before the crane went away, the frame of 42 was set atop the Highway Monster until we could decide what we should do with it.

A lot of work was put in by a large number of people but the results are definitely worth it. We have moved the biggest car in our collection and virtually eliminated one of the unsightliest "exhibits" at Seashore. Subsequently the retrucked bodies of 39 and 50 were moved under cover in the new Central Barn, the frame of 42 unloaded from the Highway Monster beside the lead to Central Barn and the tail track north of South Boston Barn, which had been built solely for the move of 39, dismantled. And thanks to the efforts of Danny Cohen, 0719 is now operable over Seashore trackage.

ACQUISITIONS

Cambridge Tunnel Car #0719

In 1969 the MBTA disposed of all but five of the remaining #4 Cambridge Tunnel cars. A group of interested members believed that we should obtain one of these cars, since we had no Boston rapid transit car. It was also felt that one of the four cars modernized in 1947, with upholstered seats, formica ceilings, air-cooling, fluorescent lighting, etc. would make a particularly interesting exhibit, and would be interesting historic exhibit as it represented an early post-war effort to extend rapid transit out over railroad commuter lines slated for abandonment. Paradoxically enough the older cars were being disposed of to provide storage for the brand new 1969 cars being built for the extension to Quincy that had failed to materialize earlier.

The MBTA most generously agreed to donate a car to the museum for a \$1.00 fee and 0719 was selected not only as the best of the modernized but the best of all cars being retired. The car was subsequently moved to Maine on its own wheels by rail and its story of being moved to the museum from the railhead was described earlier in this report as one of 1970's headlines. It has been put in operating order and has been found especially useful for Trustees Meetings. In addition to the car itself many now rare parts were obtained from those scrapping the rest of the fleet not only for 0719, but also for re-equipping the Portland-Lewiston Interurban car "Narcissus".

Philadelphia Suburban #62

Built by J. G. Brill as part of a repeat order for the Phila. & West Chester Traction Co., this suburban type centre entrance car had operated

out of 69th St. Terminal in Philadelphia for nearly 45 years. It was selected by Merritt Taylor, President of the latter day system, the Red Arrow Lines of the Phila. Suburban Transit, to be completely restored to its original paint job and lettering and kept in storage at Llanarch since then. But with the acquisition of PST by the newly formed transit authority, SEPTA, our museum made a request to Mr. Taylor for donation of the car to our Society following an interesting photograph and writeup of it in "Passenger Transport", the American Transit Association's weekly publication. We were very pleased when our request was granted. A fund raising campaign was successful in getting together the estimated cost of having it moved to Maine by Hallamore Motor Transport. Co., but various delays in scouting out a high load route and vehicle and driver availability caused the project to be postponed until 1971. The assistance of the Bangor and Aroostook has been promised in regauging the wheel and axle sets with alteration of truck frames to be carried out by Seashore personnel. #62 will be a highly desirable car to operate in passenger service, supplementing our open car fleet.

Halifax Trolley Coach #273 and California St. Cable car #48 are described in photo captions in this issue. It is hoped that the Berlin tram will be moved during 1971. An unexpected problem has arisen in connection with the acquisition of the Ottawa car and the outcome at the present is uncertain.

CHARLES A. DUNCAN

A great loss to the society occurred on November 3, 1970 with the passing of Charles A. Duncan. From the inception of the museum until his death, this former board member had maintained a very active participation in the continuous progress at Seashore.

From the late 1920's until the 1960's, "Charlie", as a National Carloading Company representative traveled all over the eastern seaboard. Whenever an opportunity presented itself, he, as an expert photographer would click off a never to be gotten snapshot of any traction operation he encountered. His collection spanning 40 years and to be donated to the Seashore library is considered to be one of the most comprehensive indepth study of the electric traction industry ever compiled. The collection itself is still continually being made use of by the electric railway fraternity, urban scholars and historians. Those who have been most active at the Seashore Trolley Museum will miss his presence and the always sound advice of its Elder Statesman.

Flap Photos

1. Los Angeles #521 being prepared for move to Central Barn. Photo by Jas. Tebbetts.
2. MBTA 0719 ready to leave Kennebunk Sta. on last lap of trip to Seashore. Photo Jas. E. Tebbetts
3. Mass. Northeastern #50 being lowered onto trucks and heading for a carbarn after surviving 40 years of outdoor storage. Photo Jas. E. Tebbetts
4. Front view of new "Facilities" bldg. shortly after completion in November 1970. Photo Jas. E. Tebbetts