

annual report

1971

Seashore
Trolley
Museum



NEW ENGLAND
ELECTRIC RAILWAY
HISTORICAL SOCIETY INC.

**Kennebunkport
Maine**

SEASHORE TROLLEY MUSEUM

1971 in sharp contrast to the previous year was not one in which certain sharply defined projects were kept in sharp focus throughout the year and finalized well on schedule and certainly by the end of the year. Rather this past year was characterized by steady but sporadic growth in many areas with the satisfaction of absolute completion of many projects denied by either the sheer complexity of the project or kept from fruition through delays beyond the control of the museum's own personnel.

Gradual extension of the passenger line through to R.S. & E. Tower #7 seems to have finally produced a length of ride sufficient for the average rider. The welcome availability of the new sanitary facilities building not only removed one of the museum's most negative and embarrassing features from the public's standpoint but became a great plus factor for members, their families and their guests. Winterization of the building automatically rated and got top priority in the fall work program.

Overhead wire work took on a resurgence of effort both to keep up with new track work and a going back over almost all of the direct suspension by either revamping or tightening up the work of many previous years to bring all up to highly professional standards.

Despite the heavier burden placed on our shop personnel by the steadily increasing mileage on our passenger carrying fleet, 1971 saw completion of the most thorough restoration job carried out thus far by the museum on any of its open cars as well as two major breakthroughs in other areas. The first was the perfecting of a rivetting technique resulting in the replacement of all the side panels on one side of a typical lightweight of the twenties and assisting materially in replacement of the center doors with new side panels on the IRT subway car, marking considerable progress in restoring the country's oldest steel car to its original form. Thus we took a great leap forward in our ability to deal with steel cars.

The other major development was the accomplishment of the greater part of the work necessary in standard gauging two broad gauge cars, with both fairly certain to become operational in 1972. Never before, have we had so much in the way of almost completed "work-in-progress" in our shops giving us much to look forward to with the coming season.

The Butler Grove car barn project, though still lagging because of the necessity of sidetracking it for the unforeseen replacement of the Quonset barn from which gradually evolved our new Car Shop, and more recently having been put off for the Sanitary Facilities Project, has regained some momentum. With the enlargement of Central Barn to full size, undercover winter storage is now provided for 85 percent of the electric car fleet.

There were only two new rolling stock additions to the Trolley Museum in 1971. Both were Brill products many years apart and represented firsts in their method of being transported. The trolley bus made the trip from Yarmouth to Portland by ferry courtesy of Lion Ferry A.B., and the handsome Philadelphia Suburban center entrance car restored and donated by Merritt Taylor made the record breaking over-the-road run to Kennebunkport in a day and a half hauled by our moving contractor, Hallamore, with his tractor but using the Society's own trailer, the "highway monster."

Two donations of significance were made to the Society during the past year. The first and proving to be the only rolling stock acquisition of the year was made by New York's Metropolitan Transportation Authority of Long Island Railroad's passenger car #4137 of the Pennsylvania Railroad's well known MP-54 type, thus making it possible for our Society with its first main line railroad multiple unit commuter car, to have still another great segment of the electric railway field represented. The other donation consisted of a grant of \$1000 by the Maine Commission for Arts and Humanities for use in completing restoration work on the first trolley to be preserved by the first

Trolley Museum, Biddeford & Saco R.R. #31. Both gifts to the society are welcome received.

Financial figures published for the first time in many years in the body of the report reveal that '71 was a profitable year with Total Income up 31% over the previous year. The Gift Shop was able to increase its Net Profit by slightly more than double largely because Cost of Operation in 1970 had included the expense of reprinting "Historic Cars." Revenue from "Trolley Rides" failed to show a significant increase last year, but we hope that with a greater variety of rolling stock scheduled to join operating fleet in 1972 and the ride getting longer, that we can begin to make substantial progress in this area. Figures are currently being audited and it is hoped that the results of this audit will be published in the near future.

COMPARATIVE BALANCE SHEET 1970-1971

	ASSETS	1970	1971
Cash		\$ 11,289.99	\$ 23,480.08
Inventories		20,890.53	32,562.32
Investment in Corporate Stock		837.20	837.20
Land and Improvements		22,409.69	22,694.69
Exhibits		104,208.58	107,804.55
Track and Wire		58,472.52	59,121.91
Buildings		75,289.77	89,220.39
Power Plants		23,363.75	23,363.75
Equipment		24,048.27	28,292.51
TOTAL		\$341,350.30	\$387,317.30

COMPARISON OF INCOME

UNRESTRICTED DONATIONS

Trolley Rides	\$ 16,853.62	\$ 18,823.77
Fare Boxes	4,177.07	6,295.32
Gifts and Grants	762.54	888.62
TOTAL	\$ 21,793.23	\$ 26,007.71

RESTRICTED DONATIONS

Museum Construction	\$ 5,516.41	\$ 11,516.37
Exhibit	5,983.84	3,321.87
Others	4,579.78	7,382.66
TOTAL	16,080.03	22,220.90
TOTAL DONATIONS	\$ 37,873.26	\$ 48,228.61

GIFT SHOP

Sales	\$ 29,657.27	\$ 35,438.46
Less Cost of Operation	26,276.39	27,080.81
NET INCOME	\$ 3,380.86	\$ 8,357.65

OTHER INCOME

Dues	\$ 5,102.59	\$ 4,615.50
Refunds, Disbursements	102.84	167.98
Interest, Dividends	455.51	450.57
Sale of Scrap	—	35.00
TOTAL	5,660.94	5,269.05
TOTAL INCOME	\$ 46,915.06	\$ 61,855.31

UTILIZATION OF INCOME

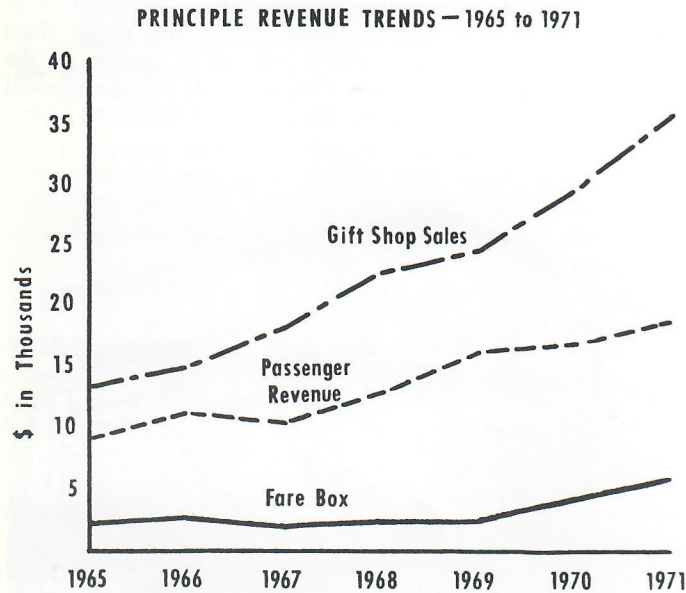
	1970	1971
OPERATION OF MUSEUM	\$ 25,320.54	\$ 28,046.14
DEVELOPMENT OF MUSEUM	24,863.19	22,165.12
RETIREMENT OF DEBT ..	1,500.00	945.00
TOTAL EXPENSE	\$ 51,683.72	\$ 51,156.20
INCREASE (DECREASE)		10,699.05
IN WORKING CAPITAL	(4,768.57)	
TOTAL INCOME FOR THE YEAR	\$ 46,915.06	\$ 61,855.31

More immediate goals of the Society continue to contemplate achieving not only complete undercover protection of our

trolley and electric car collection but eventually with ample extra storage space provided to be able to convert center track sections in the buildings during tourist season into walkways to better display exhibitable cars.

While the need becomes more urgent for a turning facility for use by our single end cars somewhere in the vicinity of the present northern terminus of our line, nonetheless it may be deemed advisable to postpone this for a while longer, as several additional double end cars coming out of the shop this summer should add sufficiently to the variety of rolling stock in service. A feasibility study is currently being made to determine the advisability of constructing a short spur to the West from the present end of track to the Boston & Maine Railroad where there is adequate space for the construction of a loop.

Continued development of the Butler Grove trackage should eventually provide an interesting branch line operation that may ultimately become a part of a belt or figure "8" line. An experimental shuttle between the station and the rest rooms added much to the Members Day operation. Provision is also being made for a trolley coach line that will ultimately link the parking area with the core area if the museum.



Overhead Line Department

"Celestial knitting" became the term for overhead line work in 1971 and with good reason. Many of the agonizing problems of 'bugging' cars due to a void in the overhead were eliminated. Figure "8" bar was installed in South Boston barn enabling cars to enter and leave without the crews having to bug them. Lack of layover track prompted the operating department to request wire over the Central barn track. This was done in August with the aid of MBTA architect, John I. Williams, using the brand new reel of 2/0 trolley wire which the museum purchased many years ago. The wire was strung from a pole near Central barn where it deadended, past the facilities where a section insulator and cutout switch was installed and bolted into the existing frog near the electrical shop. An interesting note is that provision for future trackless trolley installation was made for by putting trackless curve hangers in the span wire.

Further progress toward Central Barn had to be deferred until the steel framework for the front half of the building could be erected. With this now accomplished 1972 should see one or two lead tracks into Central Barn electrified.

The slack, drooping wire in Highwood and Quonset yards was re-tensioned and raised giving a much neater trimmer appearance and work has been progressing on the rebuilding of M&SC curve which should be complete by the spring of 1972. Special consideration for the operation of pantographs was given in the design of the overhead here. Liverpool (England)

type cap and cone hangers were used on the main line where pantographs will operate and standard cap and cone hangers used on the rip track by the power station. The old poles next to the power station have been removed with a long bail wire taking the weight of the trolley wire in place of the poles.

One main project which has been started and will continue is the restoration of line fittings, mainly wood strain insulators and hangers and ears.

A number of steel poles for suspending trolley wire were purchased from the MBTA in preparation for building the trackless trolley line.

Although it was deemed inadvisable to undertake any of the work involved in the conversion of the R.S.&E. portion of the main line to catenary until Tower 8 could be erected and the messenger wire run out to the dead-end poles beyond, nonetheless preparations were made to see the job through to completion the following year.

Unfortunately, this report has to close with a note of sadness as the older members of the Society active in Line Work over the years learned of the death of their good friend and fellow worker, Angus Tuck. Though he had been with Boston Edison for many years in a supervisory capacity, he looked forward on weekends to donning his work gloves and reliving his younger days as a lineman on the Mass. Northeastern St. Ry. and added much to our practical knowledge of line work and pole setting.



Positioning new frog into overhead. Paul White and John Williams at work with Line Car S-71. One of many upgrading projects undertaken by the Line Department during 1971. (R. T. Lane Photo)

Trackwork 1971

In 1971 track construction was concentrated on the extension of the Main Line. During the Spring and early Summer an additional 600 feet of track was built as follows; first, the battered rail ends were removed. Second, the rails were spot gauged and spiked. Third, new holes were drilled for the joint bars. Fourth, the joint bars were installed. Fifth and last, all remaining spikes were driven using our electrically driven Nordberg spiking machine. Use of the spiking machine made it possible for a small crew, three or four men, to finish spiking the entire extension in a few days, as opposed to several weeks of hand spiking.

Ballasting became the primary project of late fall to complete work in the main line for the winter. Using our dump truck 132 cubic yards of crushed rock were spread along the last 1200 feet of the Main Line, 4 yds. at a time. Bangor and Aroostook flat car #1332 replaced the old piggyback flat car in the ballasting operation since the BAR car possessed operating air brakes. Although the ballast is in place along the line, the track still requires leveling and lining, which will be done before the summer operating season, as weather and labor permit.

Much credit must also be given to both the regular and the special track crews, especially Bill Dox, that "harvested" a

tremendous amount of track material in the Portland and Westbrook areas consisting of enough 85# rail and good quality ties for the entire Butler Grove III yard yet to be built. Much ingenuity was used in storage of the ties, especially, to keep them from having to be rehandled again before being finally set out and so as not to clutter up any areas. Not only were neat piles of them made but as many as possible were stored on all flat cars available including the two former tank cars donated the year before by General American Transportation (GATX). With the tanks removed for use in the Sanitary Facilities project, the remaining portions of the car, reinforced with two 85# rails each serve now as flat cars.



Ballasting the outer 1200' of the main line utilizing Oshawa 300, bar flat car and the dump truck. Photo by Jim Tibbetts

Central Barn Extension

During the past three years this complex has grown in three stages. Steel framing for the rearmost section, 140' in length, was erected and an inner track and unloading ramp constructed, with first the Liverpool tram and later the Lake Erie and Northern interurban brought in by our trailer and unloaded. Purlins followed by roof sheathing were applied as time permitted. The second stage of the project saw tracks 1 and 2 and necessary switches built, tying this trackage in with the Butler Grove lead track. 1970 saw considerably more progress with tracks 3 and 4 built. Narrow gauge Los Angeles #526 was moved in to a special dual gauge section on Track 4 and several car bodies were placed on their trucks by a mobile crane and stored on track 1.

Final extension of the building by another 100' to bring the building out to its maximum length had to be postponed until this year in favor of the costly but essential Sanitary Facilities project of higher priority. Orders for the steel work and roof purlins were finally placed with Waghorne-Brown in July of '71. Upon delivery in September they were speedily unloaded by our own work crew using the crane car.

Rather than use the conventional approach of hiring a mobile crane for the setting of the trusses it was decided to do the job ourselves with the crane car. However, since the boom was too short by several feet for the high lift necessary, an extender was fabricated in the Shop, so designed that it could be readily hinged back when not required. Final preparations included slightly realigning Track 4 to provide proper clearance for the doorway.

John Fancy, master planner of the new car shop and Highwood car barn returned to the scene and shortly thereafter on a productive three day weekend starting October 2nd, new footings were cast and broken or out of alignment ones were replaced or repaired. Then with the use of the crane car the columns were erected, four trusses bolted together and set and the end section with framing for four doors assembled.

Later in the fall a two week session spearheaded by Mike Lennon and car barn builder Cecilia Clapp saw most of the roof

purlins fitted and put in place. For some weeks afterward, weather permitting, the tedious job of installing intermediate "x" bracing followed. During the winter on days with little or no wind and when there was a crew on hand, the long 22' roof sheets were installed on the North Side, with the South Side remaining to be sheathed.

It is hoped that a start can be made on the third building of the Butler Grove group (Fairview Car Barn) with the dual objective of housing the balance of the collection and eliminating the dead storage of some rolling stock in the new car shop that greatly hampers the efficiency of the work crews there.

A current re-evaluation of our own labor force reveals a sufficiency of workers for doing the required finishing of a building at lower levels but a lack of those skilled in working at greater heights. This is especially true when it comes to handling the newer and longer 22 foot roof sheets paradoxically cutting the time required for a professional crew but bringing work to a virtual standstill for an understaffed amateur crew especially in windy weather.

Present thinking for the next location then would involve having an outside contractor install the footings, erect the frame-work, and apply roof purlins and aluminum sheets. This would leave installation of side purlins and sheathing, construction of doors, as well as track and line work to our own crews. Such a start could be made on Fairview this fall if grading of the site can be accomplished. Otherwise, the only alternative will be to postpone a start on the building until the following year.



Trusses in place, roof purlins fastened in position, ready for 22' roof sheets. (Tibbetts Photo)

Car Shop Activities

1971 was one of significant progress for the car shop in terms of new techniques and new equipment.

New equipment included a metal lathe, milling machine, steam cleaner, air-orbital sander and heavy-duty motor-generator type welder. The steam cleaner proved its usefulness in cleaning off trucks and motors and will be more so as a suitably strong detergent for accumulated streetcar grime cannot be found. Tedious wet sanding of knifed-in surface defects has been eliminated with the high-speed orbital sander. The heavy-duty welder is used on large jobs such as the No. 62 truck re-gauging project for which the smaller unit simply could not provide enough current.

Improvements on the actual shop rebuilding include good fluorescent lighting in the machinery area, a small personnel door in the north end of that bay, painting of the sawdust collector and lettering it "Town House Shops." Replacement of a single rail and a number of ties on the shop lead resulted in a far less hazard—our approach by cars being brought in and out of the shop. Thanks go to the track department for this. The overhead department also improved the wire in the



A new skill acquired by Seashore shop force. New steel plates hot-riveted to frame of Montreal 2052. A very useful skill for future use in restoring other cars. Tom Murray at work, Don Curry supervising. (Tibbets Photo)

yard by raising and tightening it making it much easier to move in double deck cars. Vintage street lights make the path to the shop far safer.

Perhaps the most rewarding "new" technique perfected in 1971 was hot riveting. By the use of a Seashore designed riveting die and buck, an air chipping hammer, a heating torch and 3 or 4 willing pairs of hands, rivets could be applied to a prepared side of a car as rapidly as they could be heated. Since in resheeting a steel car it is not always possible to remove all of the parts of the car that would interfere with the application of genuine rivets, other techniques had to be devised to give the same strength and appearance. These are plug welding, structural rib bolts and "cosmetic rivets." (rivet heads welded to the sheeting)

It has long been obvious that to keep our operating fleet in good order, careful track must be kept of the number of miles run by each car and the service and repairs actually performed on each. It has been found that some of our cars were putting on over 1500 miles in a single season. Log books have now been placed in the dispatcher's booth where miles run by cars in service as well as repairs done to them are recorded.

One major project of the 1971 repair season for the paid summer forces (numbering 6) was the resheeting of Montreal (ex Springfield) 2052. It was decided that the sheeting was sufficiently corroded that it needed replacement and that this was a good technique to put into the repertoire of the shop force. This has now been completed along with new window sills and continuous sash and replacement of rusted out T-post sections. Reassembly and repainting are in progress. It is expected to complete the job in 1972 giving another light weight car to the operating fleet.

Major work on Connecticut 303 has largely been completed. The brilliant yellow and white color scheme of 1911-1917 has been enhanced by multi-color numerals, aluminum leaf lettering and miles of decorative striping will make the car a real showpiece. (Thanks go to Fred Bennett of Warehouse Point for the lettering design and color scheme) Seat backs and other hardware have been reinstalled. Motor troubles developed in 1970 have been corrected and the other truck and motors were overhauled and painted. The compressor was overhauled, air tank hydro-tested and a heavy coupler installed on one end.

Open 838 was placed back in service again after a new bull gear was made and motor repairs completed. These repairs were made easier through the use of a new lifting device and

our crane car, the combination saving a considerable amount of time and hazardous jacking. Plans for 1972 include new crown pieces and repainting 838. In keeping with our plans for continually upgrading the operating fleet, Open 1391 was shopped for installation of new motor axle bearings.

Several other cars received continued attention from the shop force. Our English visitor, John Edgar, continued to work on the rebuilding of the cabs on 526, and plans to continue this summer as well. The City of Manchester received new blue velour curtains thanks to George Burdick and family who persisted with the project for several years.

Another full season in Town House Shops continues to point out certain inadequacies. For more efficient operation and increased output, these needs should be considered—and filled:

1. A 200cfm or larger air compressor to supply adequate air for sand blasting, air tools, and paint spraying.
2. Removal of certain cars on the West tracks for better and safer access to the machinery bay.
3. Construction of additional concrete floor for new machinery.
4. Improvement of lighting around the building for nighttime safety.
5. Closing in all open areas and making North end doors operative.
6. Construction of a pit track.
7. Construction of proper tool storage areas.
8. Construction of additional covered machinery space.

Rolling Stock Maintenance & Repairs by Volunteer Force

1971 marked another year of considerable progress in car restoration and repair. This segment of our membership made significant improvement to some thirteen vehicles.

With the experience of regaging Pittsburgh PCC No. 1440 close at hand, it was decided to tackle regaging of 62 and 6144 as a joint project. After considerable thought, the approach adopted for regaging the trucks was to move in the wheels and brake rigging without altering the overall dimensions of the truck frames.

The modifications to the brake rigging and motor suspensions—a steel cutting, welding and fabrication process—were

well within the capabilities of our metal working crews, who completed both sets of trucks by late October. As is inevitably the case on regaging conventional streetcar trucks, new axles were necessary, since the wheels and gears are set on narrow raised hubs which cannot be practically extended inward.

The Bangor & Aroostook Railroad (BAR) agreed to make new axles and to provide scrap locomotive axles as stock. It was determined that although #62 was of a narrower gage than #6144, #62's axles were slightly longer and larger than those of the Baltimore car, and could be used as used stock for #6144's new axles much more economically than locomotive axles. Immediately after #62 arrived at Seashore the axles from both cars were brought to the BAR's Darby Shops. BAR experienced some delays because of their own work loads and also because of some difficulties related to #6144's WN drive gear boxes, but late in December we took delivery of eight new standard gage wheel-axle sets with gears back in place, a first class job by the BAR.

Reassembly of the trucks and cars remains for 1972. In order to have No. 62 available for service at the start of passenger service, this car will be given preference. However, it is also hoped to have 6144 operational by October's Open House.

BOSTON ELEVATED TYPE 5 CAR 5821 was returned to service as of Members' Day. Virtual completion of work on the car was accomplished with a joint effort by our shop crews and its principal volunteer sponsor. Many small finishing up touches were made to the interior painting and varnishing. A major portion of the flooring was replaced and the center aisle flooring was repaired. On the exterior, considerable minor body work was done around the car, and the car repainted below the beltrail. This car well illustrated the benefits of the inside storage that it has received. When the lower half of the car was painted and the upper half cleaned the entire car looked freshly painted, even though the car was last painted in 1962! All that remains to be done is some minor work on the lower window sash which will be completed and placed in the car so that it can be operated in regular service this summer.

INTERBORO SUBWAY CAR NO. 3352 marked another year's progress of considerable magnitude. A major amount of steel-working has resulted in the total reconstruction of both sides of the car. The original metal having been in poor condition, the bottom twelve inches of side sheeting was replaced with new Cor-Ten steel after a thorough sandblasting of the side sills. The center doors and their reinforcing plates ("fish bellies") were removed and the sides so rebuilt as they had been when the car was new. This included the ingenious manufacture of matching beltrail sections to bridge the gap once occupied by the center doors. The window post covers and letterboards were then replaced. Following this work all steel portions of the car, except the end vestibules were primed and painted in the car's original dark red paint scheme. Lastly, a start was made on reinstallation of the windows. Work in 1972 will primarily involve replacement of deteriorated portions of the floor and a start on interior refinishing after reinstallation of remaining windows.

Once again, LEHIGH VALLEY TRANSIT No. 1030 joins the list of cars having been worked upon. The long job of repairing the roof was completed, with the installation of all roof detail. Everything was then painted its proper "gull gray." Next the sloping false front dash panel, installed thirty years ago by Lehigh Valley Transit, was removed, and new pieces of framing were cut on the 40" band saw and carefully test fitted, prior to final installation. The front truck was reassembled, complete with motors, and is now ready to be rolled under the car. Earlier, one of the motors from this truck was completely disassembled, cleaned up and repaired and put back together. The steam cleaner recently obtained by our shop was very useful in cleaning the motor and truck parts.

BALTIMORE TRANSIT COMPANY BRILL SEMI NO. 5748 forged ahead towards being an operating unit. Following the

straightening of the buckled sill on one side and splicing in of new window post sections accomplished in 1970, a new one-third section of beltrail was milled from ash stock on our wood-working machinery. This piece, together with the two reusable sections, was installed. Also installed was a new lower rail which serves as a support for both the interior wood paneling and the exterior sheathing and rub rail.

1971 marked the start of the rehabilitation of LAKE ERIE & NORTHERN INTERURBAN COMBINE No. 797. All roof canvas was removed, followed by fabrication of new roof ribs for the vestibule area, which were then built into the roof structure. Continuation of this long-term project will proceed in 1972.

MONTREAL TRANSPORTATION COMMISSION 2-MAN LIGHT-WEIGHT No. 2652 continued to progress. Because of the importance of regaging Red Arrow Car No. 62, many man hours that would have been spent on this car were put into No. 62. Therefore, this car was not completed, as had been expected. 1971 saw nearly all interior woodwork made ready for varnishing. About one-quarter of the exterior panel area was sand-blasted and primed.

BOSTON ELEVATED TYPE 2 SEMI No. 5060 made significant progress during the year. All old roof canvas was removed and many repairs made to the top deck of the roof. This portion was then re-canvassed and all roof gear reinstalled. The lower part of the roof is now receiving similar treatment.

Late in the year two of our Philadelphia members removed all roof hardware and canvas from NAGASAKI No. 134. Following this they burned most paint off the body exterior. They undertook this project to expedite the regular shop force's plan to complete this car next summer.

Although MBTA CAMBRIDGE-DORCHESTER SUBWAY CAR 0719 was not repainted last year, much of the old paint was stripped from the interior and a myriad of electrical and mechanical repairs was made, from re-piping parts of the air system to controller work.

Lastly, an interesting project began last year involving our long-forgotten EASTERN MASS. ST. RY. FORD MODEL A LINE TRUCK No. S-117. This truck had originally been operational, but had deteriorated to the point that it was literally put out to pasture following its use in construction of the Route 1 Terminal Line in 1956.

Some of our line department people felt that it could be made useful for building our pending trackless trolley line, as well as serving as a good streetcar era exhibit. During the summer it was towed to the Museum, further inspected, and deemed repairable. It was first given a utility paint job, which was followed by construction of a new roof for the cab. A new top was also built for the tower. In 1972 it is planned to make further repairs to the surprisingly sound tower structure and rebuild the engine.



Jim Schantz, spearheading the re-gaging of 62's trucks at work cutting out necessary pieces of metal to correctly position brake rigging for standard gauge. (Tibbets Photo)



Halifax Trolley Coach #273 being unloaded at Portland after an over-the-water trip from Nova Scotia aboard the Prince of Fundy. (Portland Press Herald Photo)

Acquisitions:

As reported in last year's Annual Report, Seashore's 4th trackless trolley arrived on the property May 8. This coach, Nova Scotia Light & Power Co., Ltd. No. 273, is a 1950 CCF-Brill product, and is our newest acquisition. The Power Company donated the coach, together with a large supply of spare parts and equipment.

No. 273 was moved by commercial flat-bed truck from Halifax to Yarmouth, where Lion Ferry AB carried the coach to Portland on its new ferry "Prince of Fundy." This was done free of charge and resulted in considerable press and television publicity in Greater Portland.

Last year we reported the donation in 1970 of newly restored Car No. 62 by Merritt H. Taylor, Jr., President of the Philadelphia Suburban Transportation Company (Red Arrow Lines). The car was not actually moved to Maine until August 1971 after more than a year's wait.

Our contract trucker, Hallamore Motor Transit, who has moved other cars for Seashore in recent years, was not able to program his men and equipment during this time to handle this exceptionally long and high load. Since the late 1950's, we have not undertaken any long haul highway movements with our own equipment. The home-built "Highway Monster" and our aging Mack tractor have been limited to transporting cars from the Boston & Maine Railroad siding at nearby Kennebunk Station to the property.

By early summer 1971 we were no nearer a commitment from Hallamore, and the November deadline by which the car had to be removed was getting uncomfortably close. Then, in a moment of inspiration, the Seashore hauling and rigging experts discovered that the venerable Highway Monster could not only accommodate 62's body but also bring the height of the load down to 13'10", 7" lower than with Hallamore's low bed! This would give us greater freedom in selecting our route. Hallamore agreed to furnish a driver and tractor, and a crash program was then initiated to completely overhaul and upgrade the Monster to current ICC specifications. Finally, on August 16, Hallamore was ready, and our 73' long trailer was hauled to the Red Arrow car barn at Llanerch, Pa. where the carbody was loaded next day, and delivered to the Museum in Maine without incident on the 19th. Two weeks later the trucks, compressor, and switch group arrived to complete the move.



Red Arrow Car #62 arriving at Kennebunk, August 19 after a quick 2-day trip from Llanerch shops. Mike Lennon providing lead escort. (Tibbetts Photo)

On April 1 our latest acquisition, a Long Island Railroad MU commuter car, arrived at the Kennebunk, Maine station of the Boston & Maine Railroad. The car, number 4137, is designated as an MP-54A1 MU Commuter Car and was built by the Pennsylvania Railroad in 1930 as number 1137. The car construction is of riveted steel and is 63' 11 $\frac{3}{4}$ " long, 13' 10" high, 9 $\frac{3}{4}$ " wide, and weighs 61 tons, by far our heaviest exhibit. Propulsion is provided by 2 GE703 motors of 235 H.P. and operate at 600 volts collected from a third rail. The switch group is a Westinghouse Electric UP-243A and the air compressor is a Westinghouse D3F. The car is equipped with batteries for emergency lighting, headlights, speed control, etc, and are charged by means of a GE-GMG-131 motor generator set. The car is also equipped with a speed control system which does not allow the car to operate any faster than that allowed by the wayside signal system or faster than the maximum authorized speed.

The trip to Kennebunk began on Monday, March 27th behind a LIRR diesel bound for the Pennr Central Interchange at Fresh Pond, thence over the Hell Gate bridge to the Oak Point freight yard in the Bronx. On Tuesday the car was hauled to Cedar Hill in New Haven, then on to Worcester, where it was transferred to the B&M on Wednesday. Early Thursday, the 29th, after a derailment in the B&M Worcester yard, 4137 was coupled into the "Bullet" for the trip north. After transferring

to the local freight at Lowell, the car continued on to Kennebunk, arriving there on April 1. Like several times in the past, official messenger and faithful overseer of the trip was Tom Brigham, whose efforts on behalf of the museum—and car 4137—were greatly appreciated.

Seashore Car Card Advertising

A special note of thanks is due Metro Transit Advertising, and Mr. John W. Waitekus, Jr., Production Manager, for giving Seashore the opportunity, since 1966, of placing our Car Cards in the Streetcars and Subway cars of the "T" in Boston, and in other transit properties as well. Placement of these cards had been invaluable in getting the museum name before the public. We certainly appreciate the cooperation Metro Transit Advertising has extended to Seashore in the past and look forward to their continued cooperation in the future.

John G. Smith

It was with deep regret that we accepted the resignation of our Chairman of the Board, John G. Smith of Kennebunkport, who has served the Society in so many ways for more than a decade. A recitation of his many services would fill many pages and his patience in chairing so many of our meetings is without comparison. Certainly two of the more outstanding instances of his help to our Society would have to include his intercession with the Central Maine Power Company on our behalf that led to a favorable negotiation with them concerning the moving of a portion of their high tension transmission line to permit our use of the old Atlantic Shore Line roadbed; and the donation by Mr. Smith of the large tract of land to the East of the museum permitting construction of more adequate parking facilities as needed. We will certainly miss his wise counsel and hope that he will continue to be a frequent visitor to the museum.

Ottawa Cars

In our Annual Report for 1969 we mentioned quite extensively the donation by the Canadian Railroad Historical Association of Ottawa car #854, which was in storage at the Delson museum in the Montreal area along with a sweeper also from Ottawa. Subsequent developments, however, saw the return of the car to Ottawa where it will be housed in the regular museum. We are glad to see the car preserved and at the same time never disappointed that we shall never have the opportunity to ride in it again as it will be a static exhibit. We decided to proceed no farther with the sweeper at Delson, as a similar one in somewhat better condition also from Ottawa has since been purchased by one of our members in Cornwall and should reach Seashore during the coming year.

Outside Museum Activities

Seashore, whose very existence depends on its loyal membership is itself a "member" of several other organizations and participates actively in these groups. Our longest affiliation has been with the *Association of Railway Museums*, more commonly known as "ARM." Founded in 1961, ARM serves primarily as a place to exchange information and ideas to further the railway museum industry.

The *American Association of Museums*, all-encompassing in its scope of membership, is the spokesman and lobbyist for the many and varied art, science and historical museums that exist throughout the country. Seashore joined this group two years ago, primarily to keep informed on legislation that may affect us on tax matters.

The newest group to be formed is TRAIN—Tourist Railways of America, Inc., formed in February 1972 at a meeting in Chicago. Seashore joined this group as a charter member and is represented on the board of directors by Ass't. General Manager and Safety Officer Mike Lennon. The aim of TRAIN is to lower the insurance rates and raise the industry standards for its members.

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.*
MUSEUM AND SHOPS KENNEBUNKPORT, MAINE 04046
GENERAL OFFICE 4 EAST UNION ST., GOFFSTOWN, N.H.
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