

ANNUAL REPORT

1972 SEASHORE TROLLEY MUSEUM



New England Electric Railway Historical Society, Inc.
Kennebunkport, Maine

SEASHORE TROLLEY MUSEUM

"The Museum of Mass Transportation"

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." Membership open to all regardless of race, creed or color. Museum and Shops Kennebunkport, Maine 04046
General Office: 4 East Union St., Goffstown, N. H. 03045

With the year 1972 coming to a close, we can report not only another very good year for the Seashore Trolley Museum operationally, but the completion of certain specific projects and the bringing into the Museum's grasp the resolution of some of the basic conflicts that have been plaguing it for a decade or more. Indeed the selection of our Society to play host to the 1975 ARM convention gives us the incentive to concentrate all the more in bringing to fruition some of these objectives by the fall of that year.

HIGHLIGHTS OF 1972

- Rochester, Syracuse & Eastern catenary tower #8 erected. Final section of track laid, completing extension north from Syracuse station.
- 1972's two new rolling stock additions were a David and Goliath in contrast to each other—the single truck sweeper from Cornwall and the MP-54 Multiple Unit car from the Long Island RR—both moved in one piece.
- Three outstanding cars entered regular passenger service early in the operating season regauged P & WCT car #62, previously restored by the company before donation to our Society, Brill 15-bench Open car #303, and Montreal (ex-Springfield) lightweight extensively overhauled and restored in our shops.
- The Society's first car and the pioneer car of all trolley museums, Biddeford and Saco RR #31 entered the shop for restoration. Work made possible by a grant from the Maine Commission for Arts and Humanities was nearly one-third completed by fall.

- Highwood Barn (Butler Grove I) was converted from car storage space only into a staffed display area by grading up to top of rails throughout the building and the addition of walkways into the area. An important link was restored between the museum and the visiting public, missing since George Cady's death and the consequent demise of the "Cady Tours."
- Central Barn (Butler Grove II) received its final roof sheathing and with the addition of a well-designed overhead wire layout, became fully operational. Fairview Barn (Butler Grove III) after extensive grading of the site had steel framework erected and roof sheathing applied for nearly two thirds of its projected length.
- Two key items were added to the museum's growing list of equipment—the wheel lathe from Llanerch Shops donated by Philadelphia Suburban (Red Arrow) and, a White Tilt-back Cab heavy duty line truck with power operated tower, purchased from the MBTA at nominal cost and now operational.

Certainly completion of the present phase of the Museum's carbarn building program by the fall of '75 would rank high as one of our objectives. For the past seven or eight years progress has been consistent on this front with an ever increasing percentage of our rolling stock collection finding its way under cover each year. The only major interruptions to this program have stemmed from the necessity of diverting capital funds in 1967 to the replacement of the Quonset barn, a project that eventually evolved into our new car shop, and again in 1971 for construction of the badly needed rest room facilities.

Despite the fact that during this period of time the carbarn construction program had been far outstripping that of car acquisition, it had not been that successful as yet to eliminate entirely the need of making painful decisions every so often as to the allocation of available undercover space for the cars. All too often this has resulted in the necessity of committing once again to the elements cars that have been painstakingly refurbished in order to protect others judged to be more susceptible to damage from outdoor storage. Still another case in point could be the line car fleet, totally under cover one month and relegated to outdoor storage the next.

Connecticut Company Open Car #838 shown on Arlington Heights loop during 1972 season. (Bradley H. Clarke Photo)



An equally disturbing facet of this inadequacy of inside storage space manifests itself especially during the summer and fall in the necessity of employing the new car shop for two diametrically opposed purposes - that of a hi-density storage barn and at the same time as the Society's major overhaul and restoration center. Attempting to achieve a compromise has in itself created a frustrating situation, disruptive of harmony and acting as a deterrent to achieving full potential of this vital facility either with respect to work to be performed there or for its alternate and incompatible role as a dead storage area for rolling rock.

With the completion of the third car barn of the Butler Grove project which has already been erected to 60% of its total projected length, Phase I of the car barn project will be achieved, not only providing undercover space for all electric rail vehicles, but at the same time, by removing the excess cars from the shop building, will mark another major step in the transformation of the former Quonset barn into the new Town House Shops.

This will open the way to the second and almost equally important goal for the fall of 1975 - that of bringing about vitally needed improvements to the Shop including the addition of an indoor pit, one of the most essential components still lacking, rearrangement and expansion of the machinery bay to accommodate additional equipment and finally relaying of some of the trackwork to the final configuration most suited to shop usage before laying the concrete floor.

With the present trend likely to continue of the gradual shift of available volunteer labor from general purpose work of the type required for building car barns into the more specialized work within the new shop area of restoring cars, it seems inevitable that at least the balance of the work necessary to achieve our construction goals as set forth within a scheduled time will call for additional outside contractor's work. In order that these contracts may be let in time and to enable the work to be carried out in optimum weather, not only are careful scheduling and detailed planning called for but also the adoption of a sound financial program to back this up. Such a program would entail some short term borrowing for the next two years so as to permit the work to be undertaken at the best time of the year rather than having to postpone it until fall, which has often proven too late, because of the necessity of waiting upon the availability of summer receipts from the season just

The spirit of cooperation prevails! "T" crew and Seashore personnel at Charlestown when Type 2 Semi's were moved out of storage. Car 5071 shown.



terminated.

Other projects being considered as part of this two year drive include upgrading of the main line trackage already laid, erection of the catenary on the R. S. & E. section, and making the last Butler Grove car barn fully operational with track and overhead. Improvements to the appearance of the property will feature removal of the garage and loading ramp at the entrance and the completion of this last link in the roadway connecting our parking lot with the main highway and miscellaneous landscaping in the core area of the museum. Whether or not a turn around facility - loop or wye - can be installed before the two year deadline is largely a matter of procuring a track layout in part or in whole prefabricated, and the availability of the manpower to install it. Let there be no question that such a facility is a must for our passenger operation and in the fairly immediate future as lack of this turning facility negates the usefulness of a large number of our single end cars.

Reference having been made to Phase I of the building program, it is appropriate to review briefly the further development contemplated along these lines. Long range planning involving buildings and structures envisages Phase II as the construction of additional standard car barns to permit a reduction of units stored in the three Butler Grove buildings, so that center tracks can be freed up in the summer season to provide for access and circulation through these buildings which will be used for display purposes. Additional and somewhat smaller structures will also be required for the storage of the Society's motor vehicle and trackless trolley fleets.

Phase III although of necessity considerably longer range in scope and therefore more nebulous, is concerned with two areas. The first of these would entail a program of modification of existing structures to bring their outward appearance more into keeping with the "trolley car" era, such as the addition of brick facades to the front and possibly even to the sides of steel frame structures. The second area would be the creation of new buildings, not especially connected with rolling stock but more toward the development of the educational and historic aspects of the Society.

A fund raising project currently being studied combines elements of all three phases. It is a replacement contemplated for the South Boston barn, the primitive open-sided structure that

Seashore's 478 on display in Boston to introduce new "T" buses. Such publicity projects are beneficial to both Seashore and the "T".



first greets the visitor's eye as he approaches from the parking lot. A photograph of a preliminary model shows such a building approximately 60' x 180' with a 2-story office/display/meeting area/waiting room attached, brick-faced over our standard pre-engineered steel framed basic structure. The proposed design is patterned after the Charlton, Mass. carbarn of the Worcester & Southbridge St. Ry., one of the most attractive carbarns that existed. As additional display area might be required, the brick veneer single story lean-to section could be lengthened to run the full length of the south wall. A fourth track added to the present layout would tie in to the rip track with a railroad type switch to permit use by interurban cars.

When the extension of the main line can be undertaken again current thinking lends itself toward construction of a 1000' spur to an area adjacent to the Boston & Maine Railroad. After this, construction would probably be resumed in a northerly direction continuing further up the former Atlantic Shore Line roadbed. It is hoped that operations other than the main can be instituted involving both a regular shuttle to Butler Grove that could be developed into a belt line, and a trolley bus line that could serve as feeder from the parking lot to the center of the museum.

Highly desirable would be the development at or near the present loading area of at least a single city block to add "downtown" or "Main St." atmosphere. It is unlikely in the foreseeable future that any action other than reserving an area for this can be taken, for it is unlikely that funds for this sort of development can be generated internally but rather may have to come from the granting of concessions. A bricks and mortar backdrop for our rolling stock collection would add tremendously to its potential for use in filming motion picture or TV sequences.

As in the past let us continue to do our part during the next two years to achieve our immediate goals. For not only will accomplishment of these things be a great source of gratification to us all but will help maintain SEASHORE's position of leadership in a field that it pioneered some thirty-three years ago. With the tools that are available to us today, it is no longer necessary to do the impossible, but merely, with concerted effort, to do that which IS possible.

TRACKWORK

Trackwork during the 1972 season was largely confined to completing the extension of the main line out to Tower 8, actually several feet beyond the actual tower location. This is as far as we now can build without further relocation of CMP power line poles. Later in the season, the outer end of the main line was lined, ballasted and tamped which greatly improved the riding qualities of that stretch of track. Over 35 truckloads of crushed stone were used to accomplish this project. Some work was done in the fall extending the track toward the new third barn site, but was suspended until the actual barn location was determined. It is contemplated that this season track will be pushed towards and into, the new Fairview barn, thus allowing more cars to be put under cover for next winter. The track in the area of the switch leading to Highwood (near the facilities building) was also re-aligned, raised and tamped to relieve a condition caused by the winter's frost and later, thaw. More recently, the main line curve by the south end of Riverside barn was re-spiked and re-gauged, and the rail bent into proper alignment. This will considerably improve operation around this curve.

SPECIAL PROJECTS

The Special Projects Director, George Sanborn, was involved in a number of projects during 1972, among them the continued efforts and planning which will lead to the shipping of our Berlin Streetcar to Maine during 1973. Also, considerable liaison work was done between Seashore and Mr. Merritt Taylor assisting with the wheel lathe project and the ultimate appointment of Mr. Taylor as a public trustee. Also, Mr. Sanborn, through his work at the MBTA has acted as a liaison between the "T" and the museum to strengthen the channels of communication and to undertake projects beneficial to both parties. An evaluation of all aspects of a proposed library/museum/display is currently being undertaken also, as this need becomes more and more apparent to the society.

Tower 8 erected at end of the year, completing current extension northward. Crane Car #3246 setting bridge in place. (T. Santarelli Photo)



Main line ballasting underway during the fall of '72. Dump truck on flat car hauled by Oshawa #300. (Tebbetts Photo)



N.E.E.R.H.S., INC.
1971 - 1972
COMPARATIVE BALANCE SHEET

ASSETS	1971	1972
Cash	\$ 23,480.08	\$ 24,402.32
Inventories	32,562.32	31,550.63
Investment in Corporate Stock	837.20	837.20
Land and Improvements	22,694.69	23,025.18
Exhibits	107,804.55	120,033.22
Track and Wire	59,121.91	61,045.50
Buildings	89,220.39	105,709.42
Power Plants	23,363.75	23,363.75
Equipment	28,292.51	34,027.16
TOTALS	\$387,317.30	\$423,994.38
UTILIZATION OF INCOME		
Operation of Museum	\$ 28,046.14	\$ 33,248.45
Development of Museum	22,165.12	36,706.43
Retirement of Debt	945.00	---
Total Expense	51,156.20	69,954.88
Increase (Decrease) in Working Capital	10,699.05	2,257.44
Total Income for the Year	\$ 61,855.31	\$ 72,212.32
COMPARISON OF INCOME		
UNRESTRICTED DONATIONS		
Trolley Rides	\$ 18,823.77	\$ 19,285.97
Fare Boxes	6,295.32	7,888.99
Gifts and Grants	888.62	229.86
TOTAL	\$ 26,007.71	\$ 27,404.82
RESTRICTED DONATIONS		
Museum Construction	\$11,516.37	\$ 13,756.64
Exhibits	3,321.87	3,853.47
Others	7,382.66	5,360.23
TOTAL	\$ 22,220.90	\$ 22,970.34
TOTAL DONATIONS	\$ 48,228.61	\$ 50,375.16
GIFT SHOP		
Sales	\$ 35,438.46	\$ 38,868.89
Less Cost of Operation	27,080.81	24,428.63
NET INCOME	\$ 8,357.65	\$ 14,440.26
OTHER INCOME		
Dues	\$ 4,615.50	\$ 6,163.00
Refunds, Reimbursements	167.98	142.93
Interest, Dividends	450.57	1,022.71
Sale of Assets	35.00	68.26
TOTAL	\$ 5,269.05	\$ 7,396.90
TOTAL INCOME	\$ 61,855.31	\$ 72,212.32

Arthur G. Duncan, Treasurer

Financial Performance Summary

Seashore enjoyed continued financial growth in 1972 with income increasing by \$10,357, a gain of 17%. This does not match the 31% increase achieved in 1971, but it should be noted that the earlier figure is an extraordinary gain that reflected the improved business climate which followed the economic recession of 1970. Thus the 1972 increase, while slightly more than half the 1971 figure, is still more than twice the average yearly income increase of 8% achieved by Seashore since 1965. Improved gift shop sales, restricted donations for museum construction, fare box contributions, and dues, in that order, were the primary reasons for the 1972 gain.

Expenses incurred in operating the museum increased by \$4258 over 1971, a 15% jump. The yearly expense increase since 1965 has averaged 16% per year, so the 1972 result was typical. Higher power costs and economic inflation account for much of this increase.

Overall assets climbed from \$387,317 to \$423,944. This 9% increase is lower than the 13% achieved in 1971, but it is comparable to the 1965-1971 average of 9%.

A final note concerns the fact that there is no listing of liabilities. The simple fact is that the society has no liabilities, so the total assets figure is our actual net worth.

CAR BARN CONSTRUCTION

In 1967 a five year building program was initiated with the primary objective being the completion of the Butler Grove Car barn project so that all of the Society's rolling stock could be placed under cover. This involved construction of two additional full length buildings and a third building on the fourth site of approximately 120' in length. Subsequent acquisition of property makes the use of this last site less desirable with ample room for future expansion with one or two buildings of full length to the east of the main line.

A modification of building plans calling for temporary use of four tracks per building has made it possible to house our existing collection completely with the addition of Butler Grove buildings #2 and #3. (Highwood or Butler Grove #1 was already in existence at the start of the five year program.)

A recap of major expenditures starting with the new Car Shop in 1967 shows how other projects with higher priorities have tended to retard the car barn program causing it to run approximately two years behind the projected schedule.

1. New carshop	\$12,000
2. Central Barn, 1st Section (materials only)	7,500
3. Machinery lean-to, carshop plus concrete floor	1,500 1,200
4. New parking lot	6,000
5. Sanitary facilities	14,000
6. Framing and roof, 2nd half of Central Barn	6,000
7. Erection, framework and roof 1st half of Fairview	16,000
Total	\$62,200

Not indicated by these figures, of course, is the vast amount of time involved in locating, dismantling, moving and reconstruction into a new layout of the trackwork required for a 4-track layout. Between 1200 and 1300 track feet and four switches are involved for each of these barns. Much of this was in progress for the first building in the time intervening between

the initial capital outlay of \$7,500 and the final appropriation of \$6,000 to extend it to full length.

The final roof sheets were applied to Central Barn during the spring of '72 and, with the completion of the overhead wire construction to the doorways of the building, it became, for all intents and purposes, operational. Sides, the back end, front doors and a possible lean-to addition for additional exhibit space remain to be added.

Almost two years in advance of actual construction work of Fairview barn, work was underway in removing materials stored there since the area had been partially graded almost ten years before. A new storage area for poles was developed to the East of the main line adjacent to the new McKay Boulevard. Track materials for these yards began coming in at a steady pace and continue to do so right up to the present time.

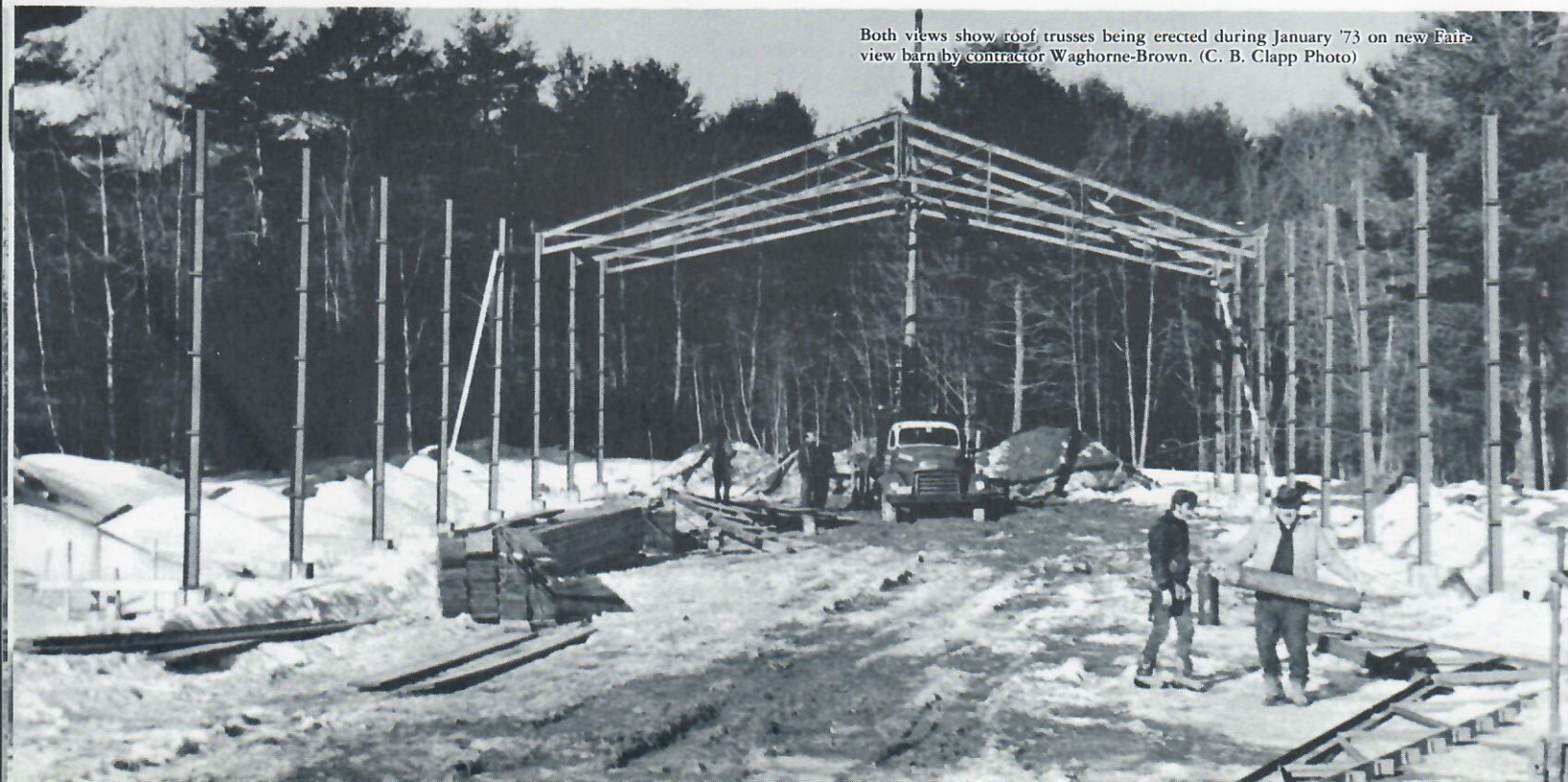
Finally the demand for more covered storage for rolling stock became so acute that funds were voted for the erection by an outside contractor (Waghorne-Brown) of the first 140' of Fairview barn. The storage problem was aggravated by the necessity of removing several cars from the Shop to make way for needed improvements there. The new barn, Fairview, will be a duplicate of Central, being a 50' wide, clear span steel framework building with wood purlins and corrugated aluminum sheet covering.

Construction of Fairview actually began in early fall with site preparation and grading by local contractor Bob Brown. This was completed in early October and the holes for the footings ready by late October. This first phase of the construction, when finally completed, encompassed much more than the site itself for the track lead and yard layout had to be levelled and the filling completed behind Central.

An unseasonable stretch of wet weather prevented the footings from being poured before mid-December when they were then completed in a matter of days. Then, after a period of curing, Waghorne-Brown resumed work with the actual erection of the building within a 2-week period in mid-January. Per our agreement, this meant steel erected and roof sheets in place. The delay caused by bad weather in the fall prevented completing of the building by mid-December as originally anticipated.

The decision to go the outside contractor route was influenced largely by the lack of volunteer labor likely to be available in the fall of '72 for car barn work and the impossibility of using the

Both views show roof trusses being erected during January '73 on new Fairview barn by contractor Waghorne-Brown. (C. B. Clapp Photo)



crane car for erecting steel without trackwork in the area. In the light of subsequent heavy demands on our own labor force later on with expanded shop facilities under construction, this may well have been the only decision. Considerable work remains to be done on Butler Grove Buildings II and III evidenced by this list of estimated costs:

Central Barn, sides and back, material	\$ 3,000
Fairview, 2nd section, sides and back material, also 2nd section roof	10,000
Lean-to on each building, material for both	3,000
Doors for both buildings	2,400
	<hr/>
Total	\$18,400

Closing in of these two buildings would then provide fully protected winter storage for our entire fleet of streetcars, a goal long sought after by the society, and one necessary for the preservation of our irreplaceable exhibits.

CAR SHOP ACTIVITIES - 1972

The major project of the shop crew was starting restoration of the Biddeford and Saco Railroad open 31, the car which started our museum. It had remained in partially restored condition for over 15 years, but thanks to a \$1,000 matching grant from the Maine State Arts & Humanities Commission incentive was given for beginning the project. This is a first for the museum and it is hoped that it will be repeated. No. 31 had not operated under its own power since 1956 after which the roof had been stripped of canvas and trolley boards and roof hoods removed as well as all of the interior finish so it had to be pushed ingloriously into the shop covered with an accumulation of culch.

First work was restoration of the monitor, construction of one new bonnet and rebuilding a second. These involved bending sharply several pieces of ash and making new roof sheathing, something which is now a routine operation for the shop. The heavy accumulation of paint under the monitor was laboriously burned and scraped off. New canvas and trolley boards and a covering of orange paint have been applied.

The original box signs were discovered and carefully scraped of a very thick encrustation of varnish. Destinations were accurately traced and have since been reapplied in aluminum leaf on a deep maroon background. While roof work was underway, one end of the body was jacked up and the truck pulled out. This gave room for rebuilding the platform which had been worn badly by the feet of B. & S. motormen for 39 years. With the replacement of considerable rotted wood, straightening a bent bumper and overhauling the controller, one end is now virtually complete.

The unique Brill 22E truck was completely sandblasted and painted. A number of badly worn parts were replaced. The motor is presently undergoing rebuilding. The field coils were rewrapped and baked and the frame and all parts thoroughly sandblasted and painted. Due to an accident the armature will have to be rewound.

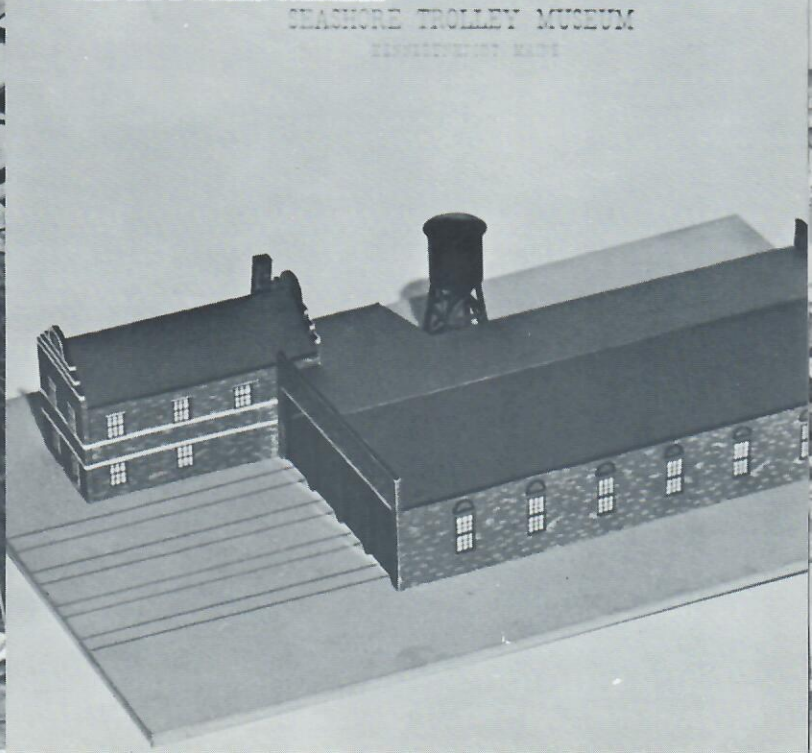
Japanese car 134 which had been made operative in 1972 became a candidate for a new roof. As this was rebuilt the crew discovered several amazing things. The car was originally deck roof with railroad roof ends being added later, probably by Nagasaki. The material for this construction was of packing crate wood. The car has been an object of disdain by some for its seemingly poor materials used in its construction. But when one considers that it was probably resurrected from a scrap track in Osaka and then taken to Nagasaki where it was rebuilt using whatever materials the resourceful Japanese could still find after the atomic blast, one cannot but admire their ingenuity and determination to keep the cars going. One new roof hood was made, new center canvas applied and a new trolley stand made. Plans for 1973 call for finishing the roof and repainting the exterior.

Open 303 received its last bits of ornate striping and a protective coat of clear enamel.

Montreal (ex-Springfield) 2052 was finally outshopped after



Model of proposed barn/office/museum building patterned after Charlton, Mass. barn of Worcester Consolidated.



an extensive rebuilding. Work in 1972 included reassembling many scattered pieces, repainting the entire exterior and interior and rebuilding the handbrake system. The car is now available for passenger use.

Dallas 434 received a new roof canvas and touch-up paint job. This entailed making new trolley boards and considerable rebuilding of one end.

London (ex-Leeds) 526 received a new dasher on one end as well as considerable patching around the motorman's cab. The other end is expected to be completed in 1973.

Thanks to an accurate log book kept in the dispatcher's booth all car operation is recorded and repairs are noted. The log also tells when servicing is due. All operating cars receive complete servicing every 1000 miles which may occur more than once a summer with some of our more frequently used pieces of equipment. The shop also conducted emergency repairs on several occasions.

Late in 1971, the Seashore Trolley Museum received the donation of a Wheel Lathe by Mr. Merritt H. Taylor Jr., President of the Philadelphia Suburban Transportation Company (Red Arrow Lines) and now a Public Trustee of the museum. The lathe, which is 27' long, 7' high, and 7' wide, and capable of handling up to at least 34" wheel and axle sets at any gauge was located in the Llanerch shops of the PSTC in Upper Darby, Pa.

Since the property at Llanerch was due to be abandoned, it was necessary to remove the lathe during the spring of 1972. Arrangements were made with a rigger in Philadelphia, Benjamin Brothers, Inc., to remove the machine from the building and transport it to their warehouse in Philadelphia. The lathe was stored there for a few days and later transported to Maine by Hallamore Motor Transport of Holbrook, Mass.

The shop crew consisted of 7 full-time employees for the 12 week summer season. They came from a variety of backgrounds ranging from two music teachers to an engineering student, 3 college students, a high school student and a research technician from England. One employee was working at Seashore this year as his cooperative job through Hudson Institute in Hudson, Mass. It is hoped that more institutions will recognize the value of Seashore training in the many fields encountered in the shop.

Capital improvements have been delayed for the shop by other priorities until the situation became critical, in terms of overcrowding of the machinery area, general difficulty of working on the ramp, overcrowding of cars in the main erection hall and lack of good working surface. The need became imperative when a number of woodworking machines were purchased last fall which rounded out the society's need in that area.

In October a committee was formed which studied the situation and developed a three-phase proposal:

Phase I: A machinery deck constructed over one half of the present machinery bay, adding 1200 more sq. ft. of covered work space. This gives room for a finishing room, sash and door shop and an office; space for proper use of machines below also is now available. This area, both above and below, would be enclosed, insulated and potentially heatable.

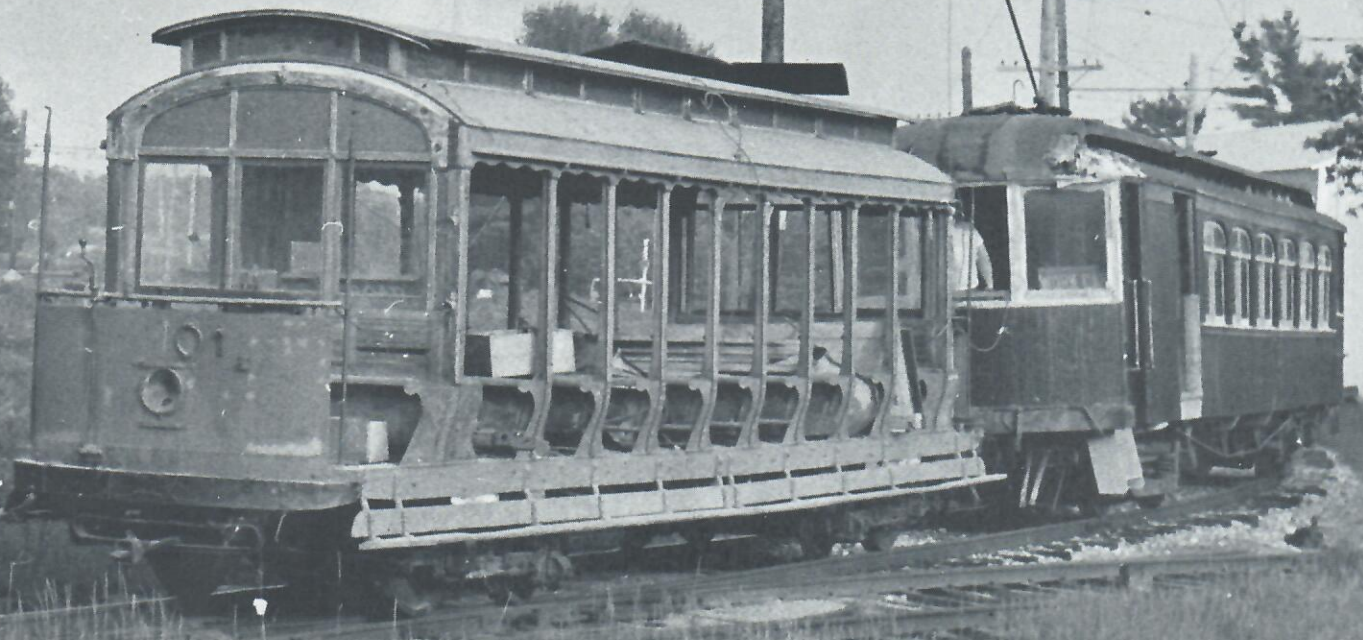
Phase II: A pit 10 ft. x 60 ft. x 4½ ft. of poured concrete construction with track supported on a heavy steel structure.

Phase III: Removing one of the two westerly tracks and centering the other to give four properly spaced tracks in the building with adequate working room around them. This floor area (20 ft. x 120 ft.) would then be concreted giving proper working space as well as easy access from the machinery bay to the rest of the shop.

The trustees approved these plans and set up a capital fund to complete them. Work on the deck is now largely completed, a 12 in. steel, wide-flange beam, 2 x 10 in. spruce structure supports a 2 in. tongue and groove spruce floor. Partitions are up, insulation largely complete and wiring in progress. A hatch was made in the floor and a heavy ring welded to the overhead so that machinery may easily be hauled up by means of a hoist.

Work has commenced on the pit which will be poured by an outside contractor. In order to start early in the construction season the frost had to be removed from the ground. After rails were pulled, a large plastic tent was built over the pit area and two large propane heaters were set to work heating the area. Construction is expected to be complete by the end of May.

Car #31 being towed to Town House Shops by AVR #70 to mark the long-awaited start of restoration made possible by a grant from the Maine Commission for the Arts and Humanities. (C. B. Clapp Photo)



The total expenses for these phases of the project are expected to total more than \$15,000. Support is needed from all members to help pay the debt presently incurred by this construction. It is expected that when work is complete Seashore's shop will be one of the finest of its type anywhere and far better able to tackle the jobs it is required to do in making our fleet of cars operative and presentable.

1972 VOLUNTEER CAR RESTORATION ACTIVITIES

The year 1972 saw our volunteer force work on eighteen cars. The most important single accomplishment was placing suburban Philadelphia Red Arrow Lines center door car No. 62 into regular passenger service during last summer.

This project had begun in September of 1971, shortly after No. 62's arrival at Seashore, when its trucks were disassembled, and its wheel and axle sets, along with those of Baltimore Peter Witt car 6144 were sent to the Bangor & Aroostook railroad shops to be regaged. By the winter of 1971, regaging of both 62's wheel and axle sets and its truck frames was complete, and only reassembly remained. In the spring of 1972, the trucks were reassembled with a minimum of difficulty. Removing 62's body from the Highway Monster, where it had been stored pending re-gaging of its trucks, and placing it on its newly re-gaged trucks was simplified when one of the construction cranes on hand for the move to the Museum of newly obtained Long Island MP54 car No. 4137 was available. Its use resulted in the complete re-trucking taking only about an hour.

Refitting the car for service then became the major project. The unusual height of the body of the car had dictated that the only way it could be set low enough on the Highway Monster to meet road clearances was to remove all underbody gear including control equipment, brake equipment, pilots, and steps. Unfortunately, as Red Arrow Division crews who removed the equipment worked on overtime, expediency rather than ease of reassembly motivated their methods of removal, and many parts and wires were cut by torch or bolt cutter rather than being disconnected. Reinstallation of the pilots, steps, resistance grids compressor and air tanks was accomplished with only minor repairs necessary. However, the MK

contactor box and the control wiring had suffered the brunt of removal damage. Cut mounting brackets required laborious reconstruction and the brittle old insulation on dozens of wires running into the contactor box had been so badly damaged that almost a complete rewiring of the central control system had to be undertaken. Once this was completed, brake rigging was installed and adjusted, the car lubricated and then it was ready for operation in July. Immediately the car was placed in regular passenger service and fast became a favorite of the Operating Department. Later in the summer a coat of clear enamel was applied, enhancing 62's already handsome Philadelphia & West Chester Traction maroon livery. The car became one of the best appearing in revenue service.

Again in 1972 major progress was accomplished on our Interborough Subway Car No. 3352 from New York. A start was made on the interior. No 1 end bulkhead doors were stripped, reglazed, striped and lettered. The No. 2 end doors were also refinished. New window sash made in 1967 was glazed and painted. The heater panels, which form much of the seat framing, were badly rusted, so were repaired, sandblasted and painted.

Originally it had been intended to repair a few deteriorated areas of the floor, but close inspection revealed that about two-thirds of the floor was unsound. Thus it was necessary to remove the entire concrete floor and its corrugated steel base. Luckily the framing of the car under the floor was not corroded and these areas, together with the back sides of the sidepanels were sandblasted and painted. While the floor was removed a crack in the No. 1 end bolster was welded and all conduit running through the floor was replaced. New corrugated steel liner sheets for the new floor were then installed between the bolsters.

Completing this year's accomplishments on Car No. 3352, a number of electrical and mechanical improvements were made; the trolley connection to the roof was replaced with 4/0 wire run in rigid steel conduit. Most wiring for the old door indication circuits was removed. The electric brake was partially rewired and the system cleaned. The dead man devices were also made operational. In 1973 it is planned to finish the subfloor, reinstall the seats and continue with the refinishing of the interior.

Work on the restoration of PD&Y Mail Car No. 108 began again last year. Previous volunteer and shop labor put this car into fairly good shape as a line car several years ago, but the subsequent collapse of our old Quonset Car Barn shortly there-

Restoration begins on Biddeford & Saco #31. New end platform under construction early in the summer (Tebbetts Photo)



Wheel Lathe donated to Seashore By Red Arrow on closing of Llanerch Shops shown in storage on flat car after its arrival at Seashore. (C. B. Clapp Photo)



after resulted in this car being stored outside for a considerable period. Also, the member from nearby Portsmouth, New Hampshire who is doing present work wanted to convert it back from line car duty to the original mail and express car arrangement. The Line Department released the car so that the tower and catwalk could be removed. All old canvas was removed from the top deck of the roof and new canvas installed and painted in the original beige color. This job included considerable wood replacement on the bonnets, including a necessity to steam bend certain pieces. New cleats and trolley boards were then manufactured in our shop and placed on the roof. Then eleven coats of paint were removed from the clearstory area and new paint applied.

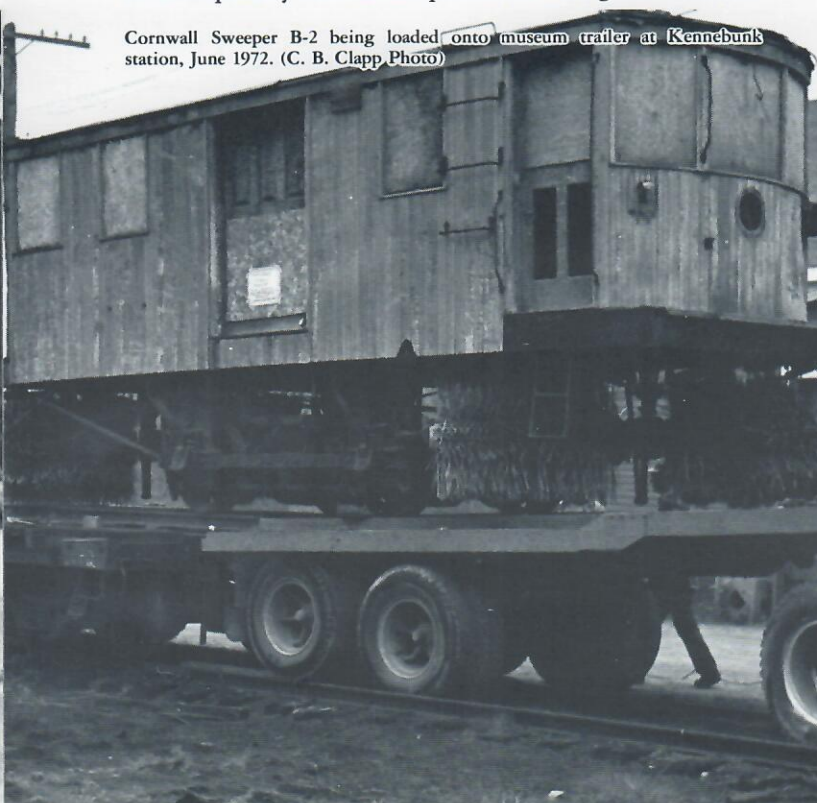
Lower down on the car two rotted windows were replaced with new sash made in the shop. The paint on one side of the car had become particularly weatherbeaten so most of this side was stripped and repainted. Original type exterior letter slots and connecting shutes were obtained from a Delaware & Hudson mail car and installed on No. 108. The car was also given a full mechanical inspection and lubrication. It was discovered at this time that all bearings will require replacement because of their worn condition.

Our newly arrived Cornwall ex-Ottawa Transportation Commission Sweeper No. B-2 received considerable attention during its first year at Seashore. As of the end of 1972 the roof has been largely dismantled preparatory to rebuilding. New roof boards have been milled out on Seashore's woodworking machinery. Most of the exterior paint has been stripped and primer applied. One of our members working on the car has removed all sash for re-glazing and refinishing at home during the winter.

Our rubber tire fleet was not neglected during the year, and MTA White Motor Bus No. 2824 is now operational. Although this bus arrived at Seashore under its own power it had not been operational for some time. An active member from the MBTA Planning Department spent many hours trying "every trick in the book" to make the bus start. He finally succeeded and it will be kept operational in the future.

MBTA Cambridge-Dorchester Subway Car No. 0719 made substantial progress last year. Provisional wiring for trolley operation was made permanent. Sections of interior headlining were temporarily lowered and permanent wiring run in conduit

Cornwall Sweeper B-2 being loaded onto museum trailer at Kennebunk station, June 1972. (C. B. Clapp Photo)



put through the space below the roof. Considerable piping was replaced in one motorman's cab and one controller was overhauled. Much more paint was stripped from the interior in preparation for complete repainting.

Late in the summer a major effort to get the exterior of the car repainted began. Earlier efforts to prepare the surface with electric wire brushes proved to be too time-consuming and results less than satisfactory, so it was decided to sandblast the entire car. One side and parts of the ends were completely sandblasted and spray-painted with three coats of primer. In 1973 the other side and remainder of the ends, together with the badly rusted roof, will receive the same treatment. Some minor body work and subsequent painting in MTA Pullman Green will greatly transform one of our longest cars. As a final note, a sleet scraper was installed on one of the car's third rail shoes as an exhibit.

Work continued to proceed on Lake Erie and Northern combine car No. 797. The end roof ribs made in 1971 were set into position during the summer. Once in place longitudinal strips of roofing boards were put over these to close in the roof. Other repairs were made on other areas of the roof in preparation for recanvassing. Work also began on removing the badly scaled paint from the exterior of the car.

During the previous winter a severe storm damaged about 25 feet of the new canvas roof of Quebec Railway Light & Power interurban car No. 454. A large new piece was purchased and installed and then painted black during the summer.

A couple of years of inactivity have been followed by renewed effort in upgrading Eastern Mass. St. Ry. No. 4387. All old canvas on one side of the lower deck of the roof was removed and replaced. More progress can be expected on this car now that it is once again on the program.

Another car receiving attention after a span of inactivity was B & M Inspection Car No. 500. The rebuilding of the roof was completed and then re-canvassed. Some mechanical work was also done on the vehicle.

Montreal Transportation Commission 2-man lightweight No. 2652 advanced by major steps on both interior and exterior work. On the inside the stripped ceiling was spray painted, nearly all woodwork pieces fully prepared for varnishing and a number of rattan seat cushions thoroughly prepared for varnishing. On the outside final body work was completed by

Long Island MP54 car shown being set on the track at Seashore, early summer '72 after being moved in "one piece" from Kennebunk Station. (Tebbetts Photo)



butt-welding another large patch on one side to replace a dented section. All rusted metal above the top of the window guards was cleaned up and treated with naval jelly. Below that level the car was completely sandblasted and then the entire car sprayed with several coats of primer. Only an abnormally cold autumn prevented application of the final Dulux Enamel green and cream colors. A side project of replacing a section of roof that had rotted was accomplished, re-canvassed and painted. It is hoped to at least complete interior and exterior re-finishing in 1973. However, to make the car available for operation considerable mechanical work will be required.

Boston Elevated Type 2 No. 5060 received new canvas on both side decks, the top having been previously completed. Electrical wiring on the roof was replaced or repaired as needed. The continuing program of rehabilitating the side sash progressed and clearstory windows and related areas are currently being worked on.

Good progress was made on Baltimore Brill Semi-Convertible No. 5748. Following the installation in 1971 of the belt rail and auxiliary rail, which helps support the rub rail or water table as well as the exterior steel sheathing, the new interior wood paneling was fabricated and installed in the nine window sections requiring it. The two windows at each end have a longitudinal seat which backs up to them, and thus no paneling.

The two piece sections were fabricated from whitewood stock using the surface planer, jointer, and large circular (table) saw. The larger, lower piece is 5/8" thick with a 1/4" notch out of the back side at the top into which fits the smaller 5/16" thick upper section. In order to fit each set, the seat frames and ends had to be partially disassembled to allow the necessary clearance. Also the above-mentioned auxiliary rail had to be removed for the same purpose. After each set had been fitted, it was numbered, stained on one side with cherry stain and given three coats of flat, water (hand-rub) finish polyurethane varnish with rubbing between each coat with 3/0 steel wool. Before the installation of these panels could be done, a narrow strip had to be fitted in each section to form a horizontal "sill" that fills the gap between the top of the 5/8" steel plate side frame member and the auxiliary rail. These were made of 1/2" to 3/4" pieces of ash salvaged from the scrap wood pile, and screwed onto small supporting pieces nailed to the window posts. Next the seat frames were reassembled, and the auxiliary

rail remounted. In addition, a 3/4" x 10" piece of pine was installed which extends from the corner post at the No. 2, or south, end of the car to the sixth window. This was to replace a "ding-up" or improvisation used by Carroll Park Shops in Baltimore apparently as a substitute to restoring the original lattice pieces after this end of the car was damaged in an accident. This 10" piece will serve as support for the interior panels. The panels in the other five window sections are fastened to vertical batten strips mounted on the window posts.

The final installation of the panels was accomplished with the help of many 1 1/4" no. 6 zinc chromate plated, flat head screws most of which will be concealed by additional interior trimming strips. The seat end plates at the window end of the seats were screwed into the lower 3/8" section of the panels. The moving parts of each of the walkover seats were lubricated in the process of reassembly.

The exterior steel sheathing, three large sections and one small, had the crimps and bends hammered out, were sandblasted both sides, and sprayed on both sides with two coats of Burgess Fobes ultra violet metal primer. It was intended to remount these steel sheets temporarily to get them off the ground and out of the way. This plan had to be deferred because some of the holes in the sheets which take the large bolts in the wood stringer of the side sill did not line up. This was attributed to the slight variance in the distance at certain points between the belt rail and the side sill resulting from the straightening of the side sill and the newly fabricated section of the belt rail. The holes in the steel sheets will be altered as necessary next year.

The photograph shows a view of the interior paneling as installed. The trim strips which lip over the inside edge of the belt rail forming what amounts to a window ledge were not mounted, but only set in place for the photographic record. Six of the nine pieces are the original cherry, two are whitewood or some similar type wood made by Carroll Park Shops, and one is a piece of cherry salvaged from a rotted piece of the original 3/8" lower section of the paneling.

Further progress was made on the restoration of Lehigh Valley Transit No. 1030. The rear end of the car, which had been shoddily repaired following a collision shortly before its retirement in 1951, is now completely rebuilt except for the

"Feldham" car shown in services in London Transport color scheme which is how society's #526 will look when completely restored.



Close-up side of Baltimore Brill Semi 5748 showing new wood in place, being readied for re-installation of side panels. (R. T. Lane Photo)



installation of window glass and the interior paneling. New aluminum sheeting was purchased and installed, and the rear door repaired and rehung. The completion of the rebuilding of the front end should occur in 1973. Still to be accomplished is the placement of the front truck under the car, now that the defective motor in that truck has been repaired, reassembled and placed in the truck. It is expected that rewiring of the main motor and control circuits will be required before the car can be made operational.

As mentioned previously, the wheel and axle sets for Baltimore Peter Witt Car No. 6144 were regaged at the same time as were those of No. 62. Some expense was saved by using the original axles from No. 62's trucks as the new axles for No. 6144. In 1971 a good start had been made on regaging the basic truck frames. Progress in 1972 included basic re-assembly of the trucks and moving them to the shop where additional work on the brake rigging was undertaken. Unfortunately, due to the trucks' low profile, their one-of-a-kind design, and their unusual WN drive units, the regaging task is much more complicated than was that of Car 62, and has required some redesign of the brake rigging. It is hoped that 6144 will be operational by the end of 1973, but several major tasks remain, including overhaul of the motors.

Pittsburgh PCC car No. 1440 began to show the ravages of its enforced outside storage and considerable touching up was done on the top half of the car and doors to bring back its good appearance. Some mechanical repairs were also made during the year.

Boston Elevated Type 5 No. 5821 received some minor final touches last year, and was used in passenger service during part of 1972. However, some additional doors will have to be replaced, along with some other minor work to keep it operational.

After a long period of being inoperable, MTA Centre-Entrance car No. 6270 was made operational and it spent the balance of the summer as a "live" exhibit in the Highwood Barn display area.

ACQUISITIONS:

Cornwall Sweeper (ex-Ottawa) No. B-2 was purchased by interested members and shipped to the museum, arriving on June 28, 1972. It was built by the Ottawa Car Company in 1920 for the Ottawa system and was used there until abandonment in 1959, when it was then sold to Cornwall. It saw service in Cornwall only one winter, then was retained as a spare for their Sweeper B-1 (also ex-Ottawa). B-2 was re-numbered 10 on the Cornwall roster, but the car was never repainted by Cornwall, so retained its Ottawa colors and number while at their property. Both B-1 and B-2 have gear-driven brooms instead of the more usual chain drive, and utilize WH 510A motors for the brooms. The traction motors are WH 101B. Sweeper B-1 is also being preserved and will become part of the permanent collection at Ottawa. B-2 became surplus in 1971 when Cornwall was purchased by the CN and eventually dieselized later that same year.

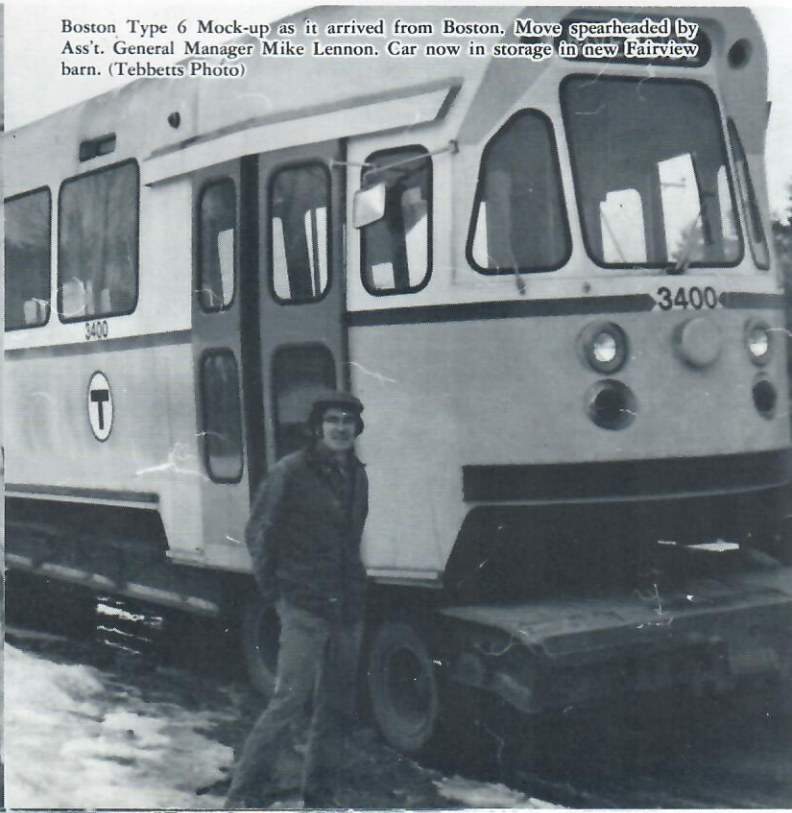
Last year we reported the donation of the Long Island Railroad MP-54 commuter car, number 4137, by Dr. William J. Ronan, Chairman of the Metropolitan Transportation Authority. The car arrived by rail at the Kennebunk, Maine station of the Boston & Maine Railroad on April 1, 1972. It was now necessary to plan the moving of the MP-54 to the museum property. Since a high capacity crane was needed to unload the wheel lathe upon its arrival, and since cranes were necessary to effect the over the road moving of 4137, it was obvious that the two moves had to coincide. After careful planning and assurance of the date the wheel lathe would arrive from Philadelphia, arrangements were made with the Kennebec Trucking Co., Inc. of South Portland, Maine which is a division of Hallamore Motor Transportation, to accomplish both tasks on June 9. If time were available, it was planned that other projects around the museum requiring crane service would be done to keep the unit costs down.

Early on the morning of June 9, a crew of museum personnel gathered at the Kennebunk station to await the arrival of the Kennebec rigger and his entourage. Between 8 and 9 A.M., all the equipment required for the move had arrived. The consist was: a 35 ton crane rented from Cianbro Corporation, a 60 ton crane rented from Fred Merrill, Inc., a Kenne-

TARS 600 class car in original Third Avenue colors on 59th St. Grosstown line, New York City. Car similar to the one we have currently in Vienna. (Forsyth Photo)



Boston Type 6 Mock-up as it arrived from Boston. Move spearheaded by Ass't. General Manager Mike Lennon. Car now in storage in new Fairview barn. (Tebbetts Photo)



bec Trucking tractor hauling a Merrill Transport low bed trailer and a dolly, and two Kennebec rigging trucks with suitable equipment. While the two cranes were being positioned and blocked, the Long Island car was towed into position. Each crane then lifted each end of the car, the motor truck end being placed onto the low bed trailer and the trailer truck end on the dolly. Subsequently the load was tied down and departure occurred at 1:00 P.M.

Negotiating the sharp corner onto Summer Street after leaving the Kennebunk station proved to be difficult at best. The motor truck on the low bed trailer served as a pivot point for the load and because of the clearance of the outside hung side bearings, it was unable to pivot sufficiently. Consequently the dolly end of the load had to be picked up by one of the cranes and set over to accommodate the turn. This maneuver resulted in Summer Street traffic being tied up for about 20 minutes.

The convoy finally arrived at the museum at about 2:30 in the afternoon and the cranes proceeded to arrange themselves for the pick. Each end of the car was picked up simultaneously, the trailer and dolly removed, and the car set on the siding by Shop 1, all in the span of an hour. Since there was evidently sufficient time available, it was decided to also attempt to retruck Philadelphia & West Chester Traction Co. No. 62. Therefore the newly regaged trucks for 62 were loaded onto the now empty trailer. At this time, the wheel lathe arrived after an arduous trip from Philadelphia.

After a much deserved coffee break, the museum crew and riggers broke up into two groups. One group and the 60 ton crane removed themselves to the Riverside Crossing on the Butler Grove lead to unload the wheel lathe, and the other group accompanied by the 35 ton crane and the trailer with 62's trucks proceeded to the North end of Town House Shops to retruck No. 62. Since the arrival of 62 from Philadelphia during the late summer of 1971, the car reposed on the museum's "Highway Monster" streetcar hauling trailer inside the shop during the winter. The "monster" was previously brought outside the shop in anticipation of the re trucking of 62. The trucks were unloaded onto a temporary track and 62 was lifted and then set down on the trucks. The eventual operation of 62 on museum trackage thus became more of a reality. Meanwhile, the trailer containing the wheel lathe was backed

into position on the Riverside Crossing. The machine, weighing about 25 tons was picked up, the trailer driven away, the Warwick Railway flat pushed underneath, and the lathe set down. The flat car is now serving as a temporary storage location for the machine until its eventual use in the shop complex.

After a long and exhausting day's work, the cranes and other vehicles and their drivers departed at 6:00 P.M. bringing another of the museum's complicated moves to a close.

Boston Type 2 Semi-convertibles No. 5055 and 5071 were acquired by the museum during the year and are presently awaiting shipment to the museum. Representing a group of cars quite familiar on the Boston scene from the early 1900's until the late 20's, these two cars survived in Boston as work cars, having been converted to Compressor Cars. They had been in dead storage in Charlestown for the past several years. It is hoped that one of the cars can be made into a good, working line car, specifically suited to our needs, and of such a size as to be able to store a number of overhead line parts as well.

When the various new car designs for Boston were being contemplated some time ago, the "T" undertook construction of a wood-metal-plastic mock up of a Type 6 car. Subsequent developments saw quite a change in the proposed design, a fact that made this mock up surplus. Earlier this winter, it was made available to Seashore after several discussions, followed by a formal request for the car. It was moved to Maine early in March and is now stored in Fairview barn. We appreciate the interest and cooperation on the part of the MBTA in providing this interesting and unusual exhibit for our historic collection.

During 1972 came the opportunity to fill a gap in our collection of city passenger cars. Beginning with the large scale abandonments of the post world war II years, we have sought to represent at Seashore as many of the major city systems as possible. Up until last year the way had not opened to acquire a car from the Third Avenue Railway System of New York, best known for the extensive third-rail conduit operation in Manhattan. Then came an offer from the Wiener Stadwerke Verkehrsbetriebe (Vienna Municipal Transport) to sell us what may be the last in their possession of the forty-two Third

LIRR MP-54 Car en route from Kennebunk Station to the Museum shown passing the famous "Wedding Cake" house. (D. Cohen Photo).



Avenue cars which were sold in 1948 to Austria under the Marshall Plan. Final arrangements to consummate the purchase of WSV Car No. 4216/TARS No. 631 are now in progress. Actual shipment is not contemplated for two or three years thus giving us a chance to complete our barn building program.

During the middle and late 1930's, Third Avenue Railway System undertook to build in their own shops right in Manhattan several hundred modern, arch roof, light weight, double end cars. The single end PCC car design proved to be unsuited for their operations, and prior to Mayor LaGuardia's no-more-streetcars edict, Third Avenue had begun their own modernization program. The 600 series cars built in 1939 are historically significant because they were the last cars built in this country by an operating company. Nos. 626-645 ran on the 59th St. Crosstown Line and Nos. 646-685 operated in the Bronx. They embodied some components from older cars: truck frames, air compressors, pneumatic door engines, line breakers, headlights, seats to name a few.

In addition to providing us with a representative of the Third Avenue Railway System of New York, having such a car as 4216/631 in our collection would also give us an example of a recent, (late 1930's) home-built car. Seashore has achieved recognition among the traction museums for our well equipped shop and the high quality work which has come out of it. Consider the magnitude and complexity of the shops at 65th Street and Third Avenue building new cars on a production line schedule! There is little basis here for comparison, yet, we have in Town House Shops the potential capability for building a new "old" car, using certain old components. Add to this the fact that these cars, which were built five years after the first PCC cars, served the riding public in Vienna longer than they did the people of New York. At the appropriate time there will be a special appeal to raise the necessary funds to cover the cost of transporting the car from Vienna to Kennebunkport.

OVERHEAD LINE CONSTRUCTION AND MAINTENANCE

1972 Saw several line improvement projects undertaken by the line crew. Wire work at M & SC Junction and the Riverside Barn lead was completed and now presents a neat, professional appearance utilizing standard cap and cone curve hangers on the Riverside lead, and Liverpool (England) type cap and

cone curve hangers on the mainline portion of the curve.

The old Nachod signal contactor, which shut off the crossing signal at Riverside was replaced with a simple, streamlined Cheatham Simplon contactor, thus allowing operation of pantograph and bow collector as well as standard pole with wheel or shoe collectors. A new 4/0 feed for the main line at the power station was installed and a knife switch cut out box put in for Riverside barn. Approximately 300' of new 4/0 grooved trolley wire has been purchased from the MBTA and will be used to replace the old 2/0 round wire on M & SC curve during the 1973 season.

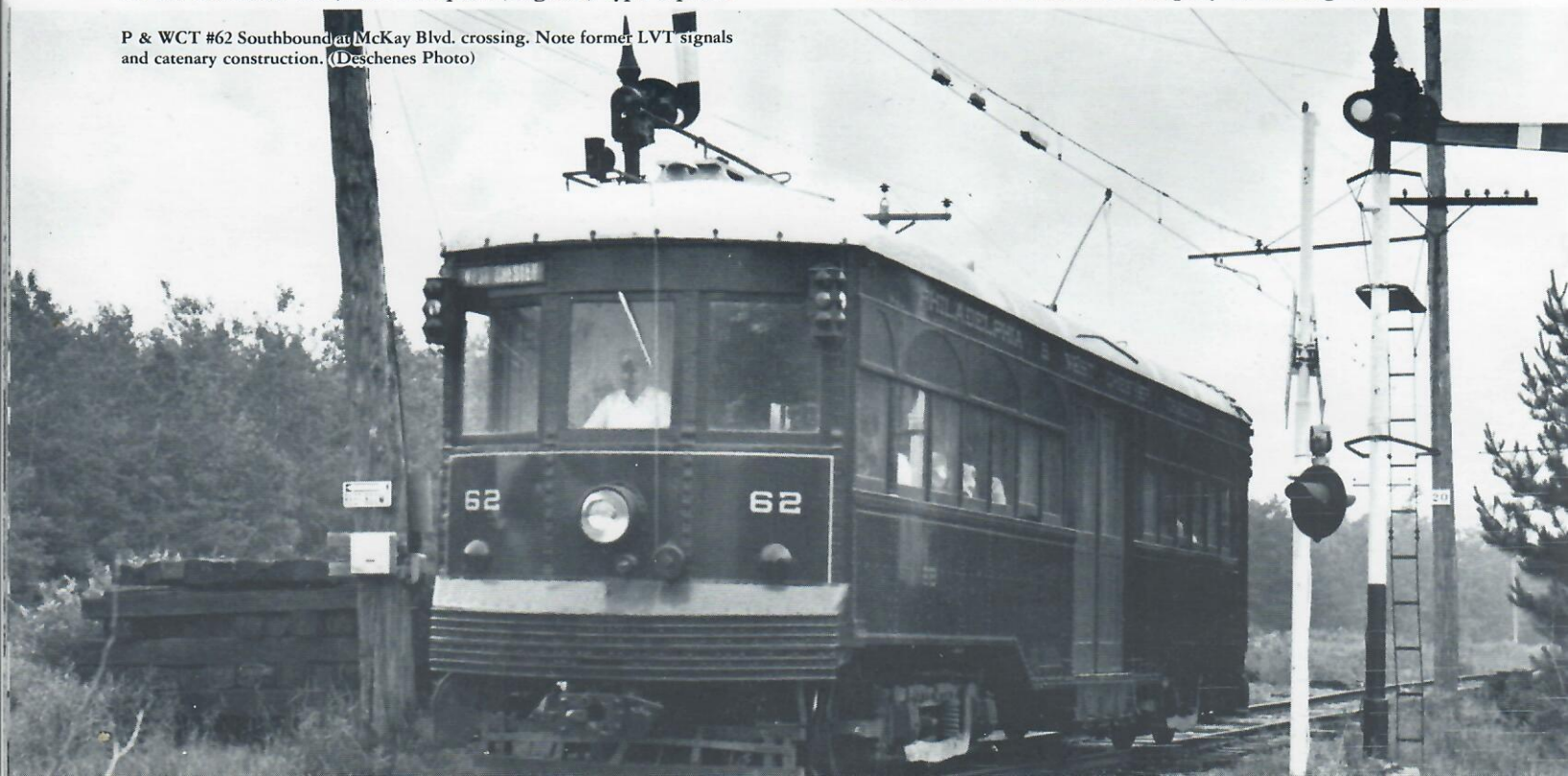
In order to make operations safer during the busy summer months, a number of switch boxes were installed at various points in the overhead, thus allowing each car barn and yard area to be de-energized when not in use. Each of these is easily identifiable by the bright red box on an appropriate line pole. The switch box at Syracuse station was replaced by one of greater capacity, a standard Ohio Brass Co. "No-Bo" unit with a magnetic arc blowout chute on the south end, which allows a car to be "powered" through northbound without fear of damage to the section insulator. Cars, however, must coast through southbound as there is no arc protection in this direction.

Wire work in Central Barn yard was completed late in the summer. This area utilizes yoke-type curve hangers with wood strain insulators and cap and cone hangers for straight line work. This particular was completed only by splicing all available wire together to get the required lengths. At present we have enough 3/0 grooved wire to complete the main line, enough 2/0 grooved wire to replace the worn 2/0 round wire on the rip track, sufficient 4/0 grooved wire to replace the 2/0 round wire on M & SC curve, but not enough wire for any new construction even though wire that is replaced will be re-used. Careful assessment of our overhead line needs must be undertaken and planning done to insure continued availability of wire for new projects as well as improvement of existing wire.

The MacAllen Co. of Newmarket, N. H. was most generous in donating over 3,000 miscellaneous strain composition insulators to the museum. Many of the overhead line items used by various traction properties were manufactured by this company who were originally located in Boston.

Seashore certainly appreciates the generosity of Mr. Richard Schanda of the MacAllen Company in making this valuable

P & WCT #62 Southbound at McKay Blvd. crossing. Note former LVT signals and catenary construction. (Deschenes Photo)



material available to us. It is interesting to note that member Joe MacLaughlin formerly worked for the company and during his employment made our interests known. One additional project completed during 1972 was the stringing of 2/0 grooved wire over the west track of Riverside barn, thus making the moving of cars on this track a much simpler task. The line department was privileged to have the assistance of two "experts" during the '72 season, John Williams of the MBTA's planning department and John Markham of the Crich Tramway Society in England. We are looking forward to both men being with us again in 1973 to assist with further line projects.

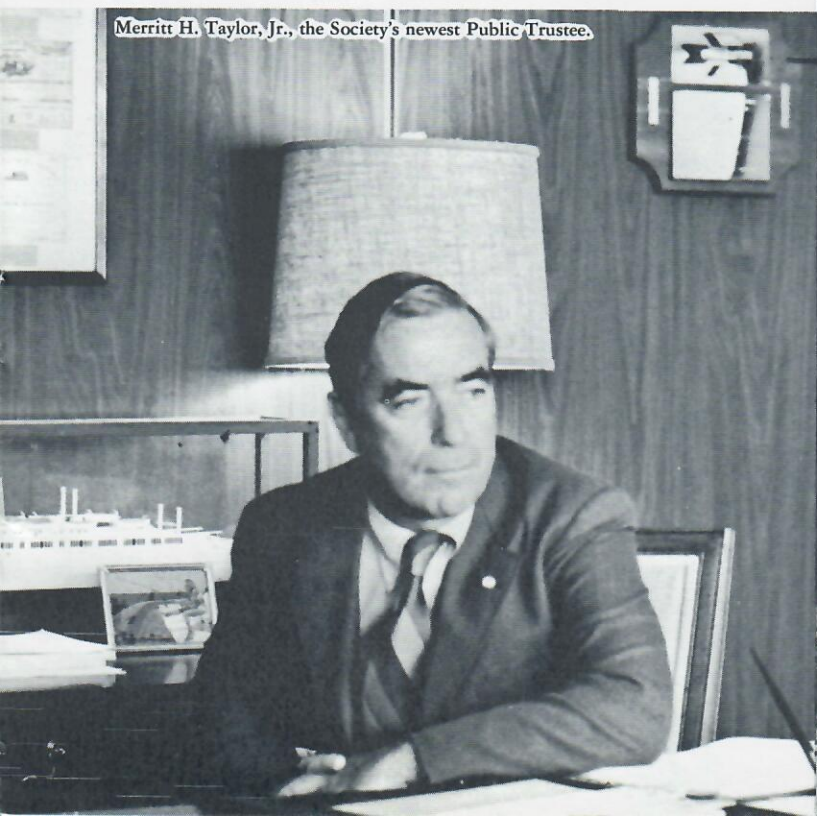
A new vehicle was acquired by the Line Department during 1972 and will be used whenever work is started on Trackless Trolley overhead. A 1953 Tilt-cab White tower truck, Number 1377 was acquired from the MBTA, who had relegated it to the "scrap track." Several Seashore automotive experts were able to get the truck running and, it is expected that it will be restored to near mint condition this year.

The number of projects completed during the 1972 season were accomplished with very little help and, our line crew is looking forward to additional volunteer interest and another successful season of accomplishments in 1973.

NEW PUBLIC TRUSTEE

Our invitation to Merritt H. Taylor, Jr. to become a Public Trustee was prompted by our desire to acknowledge the element of traction heritage which he and also his father and grandfather before him represent as past presidents of the Philadelphia & West Chester Traction Company and its successor, the Philadelphia Suburban Transportation Company (Red Arrow Lines). Notwithstanding his generosity in donating to the Society a restored streetcar and other useful equipment. We consider Mr. Taylor's acceptance of our invitation a recognition on his part of our accomplishment thus far in achieving our primary goal: a living exhibit of the history of the electric railway industry.

Merritt H. Taylor, Jr., the Society's newest Public Trustee.



FRONT COVER:

Philadelphia & West Chester Traction #62 on the loop after being placed in service during July 1972. C. B. Clapp Photo

BACK COVER:

Connecticut Company Open Car #303, completely restored by Seashore Shop Crew poses in front of Highwood Barn. Howard Odinius Photo

"T" Line truck #1377 shown after re-activation at Seashore in August 1972. Line crew preparing to install span wire for eventual use on trackless line. (Bradley H. Clarke Photo)





SEASHORE TROLLEY MUSEUM

BOARD OF TRUSTEES*

Edward J. Barry	Arthur G. Duncan
Richard A. Berenson	John H. Gannett
Henry B. Brainerd	Adolph Kessler
Ernest B. Brigham	Michael C. Lennon
Thomas M. Brigham	Tolbert M. McKay
Patrick Butler, Jr.	Foster M. Palmer
John Coughlin	Frederick J. Perry
O. R. Cummings	Clayton D. Sargent
Kenneth M. Curtis	L. H. Stephenson, Jr.
Edward G. Dana	Jeffrey N. Sisson
Merritt H. Taylor, Jr.	Theodore Santarelli de Brasch

OFFICERS* OFFICERS OF THE BOARD OF TRUSTEES

Chairman of the Board Vacant
Vice Chairman of the Board Edward J. Barry

CORPORATE OFFICERS

President Theodore Santarelli de Brasch
Executive Vice-President Henry Bowen Brainerd
Senior Vice-President John B. Barr
Vice President, Treasurer & Comptroller Arthur G. Duncan
Vice-President, Purchasing Clayton D. Sargent
Recording Secretary and Assistant Treasurer Cecelia B. Clapp
Gen. Counsel and Clerk of the Corp. Richard D. Hewes

ADMINISTRATIVE OFFICERS

General Manager L. H. Stephenson, Jr.
Asst. Gen. Mgr., Oper. and Safety Michael C. Lennon
Asst. Gen. Mgr., Maint. & Shops F. J. Perry
Asst. Gen. Mgr., Mech. & Tech. Services E. B. Brigham
Membership Secretary Joseph B. Doherty
Chief Clerk Lowelor H. Sargent
Historian O. R. Cummings
Electrical Engineer Thomas M. Brigham
Assistant Electrical Engineer Jeffrey N. Sisson
Supt. of Passenger Operations Richard B. Perkins, Sr.
Supt. of Car Maintenance Donald G. Curry
Asst. Supt. of Car Maintenance Daniel R. Cohen
Coordinator of Volunteer Restoration Activities Frederick Maloney
Supt. of Communications & Signalling Lyman B. Hurter
Supt. of Overhead Constr. & Maintenance Paul White
Assistant Chief Dispatcher Russell F. Munroe
Section Foreman M. Dwight Winkley
Director of Special Projects George M. Sanborn
Public Relations Officer C. Murray Cott
Manager, Flyer Distribution George F. Braun
Special Representative William F. Dox, Jr.
Special Representative Ralph L. Day
Special Representative Kenyon F. Karl
Gift Shop Superintendent Marie E. Stephenson
Statistician Louis J. Petrillo
Japan Representative Yuichi Sakamoto
Editor of Annual Report T. S. de Brasch & J. A. Deschenes III
Dispatch Editor J. A. Deschenes III
Associate Dispatch Editor O. R. Cummings
 * Up to Annual Meeting