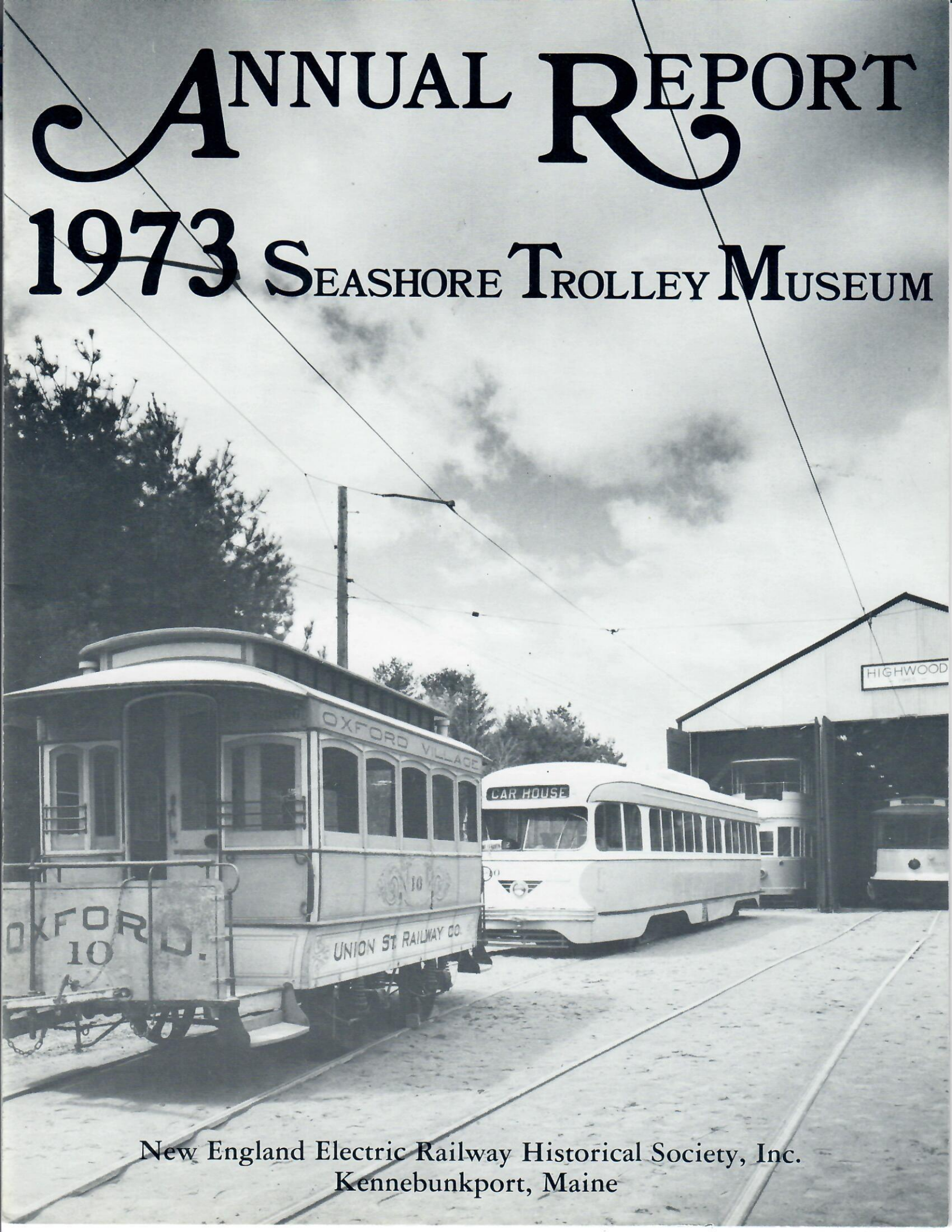
Annual Report

1973 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 of color.
Museum and Shops. . . . Kennebunkport, Maine 04046
Mailing Address: P.O. Box 220, Kennebunkport, ME. 04046

ANNUAL REPORT 1973

1973 started as a year of optimism for the Seashore Trolley Museum. Preparation for the 1974 convention of the Association of Railway Museums being the principal motivating theme. A review of possible target areas for concentration during the next two years was narrowed down to four, calculated to combine immediate face-lifting with long term yield for the Society.

I. Complete basic equipment of Town House Shop including construction of an indoor inspection pit.
II. Upgrade the museum entrance thus completing the link to the new parking lot.
III. Complete the outer end of the main line.
IV. Extend Fairview Barn and build track into it.

Funding for these projects was arranged in order to spread the cost over a three or four year period. Two comprehensive projects were completed in the shop. Addition of a balcony floor provided needed work and machinery space. Second and far more costly was the construction, primarily by an outside contractor, of the long-needed pit within the main section of the Shop.

With the new pit in service, work could get underway with upgrading the front entrance to the property. This work progressed through the summer and fall involving removal of the old combination pit and ramp and the garage, followed by regrading. The nearly finished product, incorporating a new display track laid on stone ballast, steel line poles with bracket arms and the new section of roadway all set off by newly seeded areas should extend a much stronger invitation to potential visitors. The work on the Main line progressed as far as the installation of catenary on the R.S. & E. Towers but came to a halt with the advent of the tourist season. But as the track on this section of the line began to develop rough riding characteristics under all but the heaviest of our cars, it became necessary to initiate a ballasting and surfacing program. By year's end the portion of the main line between towers 3 and 7 had been brought to acceptible standards.

Iten IV on the list, Fairview Barn, has the greatest distance yet to go before the fall of '74 target date. Enlargement of the structure itself is strictly a capital outlay proposition. The trackwork, however, is primarily dependent on the availability of volunteer labor and, with nearly one third of a mile involved, will have to be spread over several years. Both phases progressed during the year with column footings completed for the proposed building extension and track materials laid out for a good part of the job.

In the fall, changing economic conditions necessitated a strict policy of accomplishing the most for the least dollar expenditure. This became the guideline for fiscal planning in 1974. The 3.3% increase in car ride and fare box revenue, as compared to the 8.8% rise in the cost of living index for the same period was the direct result of poor weather in the early part of tourist season.

Net income from the gift shop was reduced due to the special expense of reprinting "Historic Cars" and a new supply of flyers. Furthermore, the uncertainties of the energy crisis precluded any additional capital outlay for carbarns.

There were other highlights in 1973, too, which were well-chronicled in the Dispatch. Installation of a longer gooseneck on the museum's "Highway Monster" made possible the use of tandem axle tractors, therby facilitating our car moving. As a result we were able to assist the Maine Central RR in retrieving 2 freight cars stranded by a washout. Atlantic Container Lines, with a more advanced cargo ship design accomodating roll-on, roll-off loads, provided the final link in bringing Berlin Car #3412 to the U.S. Toronto sweeper S-31 arrived just ahead of the winter snows although regauging will be necessary before it will be able to provide any dramatic winter action shots.

Although shop output was somewhat curtailed in favor of completing the aforementioned improvements, the revenue fleet benefitted considerably by more comprehensive maintenance. Work progressed well on our original car, Biddeford and Saco #31. Volunteer restoration activities were

Rebuilding made easier than years ago. Mike Simonds operating multiple tamper during resurfacing and rebuilding operation. [Tebbetts photo]

1973 - 1973
Comparative Balance Sheet

Assets	1972	1973
Cash	24,402.32	9354.28
Inventories	31,440.63	39,600.00
Investment in Corporate Stock	837.20	837.20
Land and Improvements	23,025.18	25,250.67
Exhibits	120,033.22	126,857.84
Track and Wire	59,121.91	60,693.03
Buildings	105,709.42	130,227.34
Power Plants	23,363.75	23,363.75
Equipment	34,027.16	39,550.39
Total	423,994.38	455,734.50
Liabilities		
Notes Payable		5,000.00
Net Worth	423,994.38	450,734.50
Total	423,994.38	455,734.50
Utilization of Income		
Operation of Museum	33,248.45	42,519.91
Development of Museum	36,706.43	41,172.38
Total Expense	69,954.88	83,692.29
Increase (Decrease) in Working Capital	2,257.44	(15,256.05)
Total Income for the Year	$ 72,212.32	68,436.24

1972 - 1973 Comparison of Income

	1972	1973
Unrestricted Donations		
Trolley Rides	19,285.97	18,497.55
Fare Boxes	7,888.99	7,790.63
Gifts and Grants	229.86	470.00
Total	27,404.82	26,758.18
Restricted Donations		
Museum Construction	13,756.64	7,155.75
Exhibits	3,853.47	8,779.63
Others	5,360.23	12,107.57
Total	22,970.34	28,042.95
Total Donations	50,375.16	54,801.13
Gift Shop		
Sales	38,868.89	40,580.05
Less Cost of Operations	24,428.63	35,479.75
Net Income	14,440.26	5,100.30
Other Income		
Dues	6,163.00	7,284.30
Refunds and Reimbursements	142.93	143.36
Interest and Dividends	1,022.71	496.03
Sale of Assets	68.26	611.12
Total Income	$ 72,212.32	68,436.24

The above summary indicates that approximately 25% of the income comes from the membership, 67% from the public, and from 5 to 10% from miscellaneous sources. Gift Shop net income in 1972 was approximately 37% of gross sales, while in 1973 was but 12% of gross sales. A substantial part of the reduction was due to an increase in the expenses attributed to reprinting "Historic Cars." Income for 1973 includes $5,000 borrowed from the bank as well as over $2,000 in transfers from car funds.

centered around Montreal #2652, Liberty Bell 1030, Cornwall (ex-Ottawa) Sweeper B-2 and Boston Trackless #8361.

Other highlights include attention to landscaping, planting of flowers and professional reproduction of destination signs on cars which increase the attractiveness of Seashore and complement construction and restoration work.

Our growth curve has flattened out in the past two years at a time when we hoped to see the museum's development accelerated rather than retarded. Although the society could coast along comfortably at our present level of income like a trolley moving in "series", it would be gratifying to "notch up the controller" a bit and see plans, such as those outlined in past Annual Reports, take shape and become realities. We are fast developing an awareness of the need not only to do a more thorough job of marketing what we already have to offer the public, but also to broaden the base of support for our museum. This will enable us to regain our momentum and to offer even more to the public. The increased emphasis on the historical and educational aspects of our endeavor should achieve recognition in that segment of the museum field we pioneered, that of preserving electric railway history.

Fortunately, the climate could never be better for the acceptance of our type of museum. Nostalgia in general, a growing interest in the preservation of artifacts of our nation's rapid industrial growth, the realization, at long last, that a revitalized traction industry integrated with modern city planning could well be one of the answers to the Energy Crisis, all contribute to public interest in projects such as ours.

Of particular relevance is the interest currently shown by the Federal Government through financial grants in the promotion of various phases of museum activity and expansion. The infusion of additional funds from sources such as these into our seasonal operating revenues are well worth going after if we wish to expand our phases of activity in this most opportune era.

But in order for our society to qualify for grants of money from private, government or corporate sources, there must be evidence of concerted co-ordination of effort in both the making of and execution of primary planning so as to present, along with the application for funds, the picture of an organization with the posture capable of making positive use of such funds when and if awarded. Certainly we have made a good start with our two year program designed to put our best foot forward for the forthcoming ARM convention. Also, our shop has performed excellently on two car restoration projects during the past decade where special grants were received, both as the quality and completeness of the work. But perhaps the greatest step forward taken by the Society in many years in the direction of improving our eligibility for outside grants was the appointment in 1973 of a full time Museum Director. There has long been need of such an individual on a full time basis to maximize the efforts of our volunteer staff and working members.

During the active season he can supervise the operation of cars and shops, bridge the gap between the older members and those newer to the society, and in general, insure that the Museum derives the greatest benefit from all available talent. During the off season, when cold Maine winters bring outdoor work to a standstill, is one who can organize planning committees, help solicit additional revenues for the coming season, and, last but not least, armed with concrete proposals, to seek financial assistance for the Museum from outside sources.

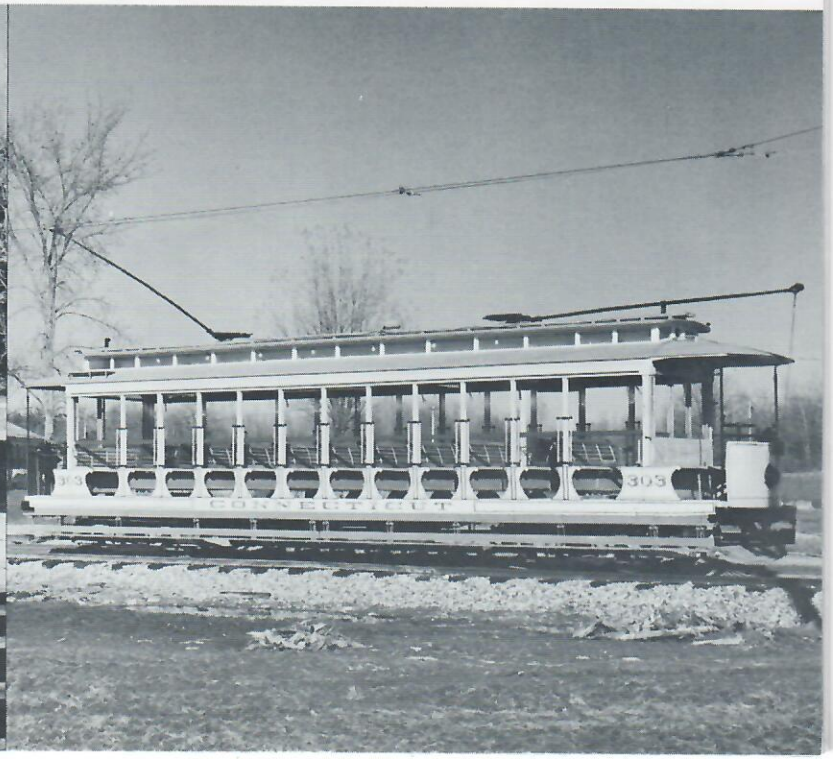
We were most fortunate to find within the ranks of our own membership a capable person to fill this post. Richard T. Lane, Jr. a past trustee of our Society and former employee of the Pennsylvania and Penn Central Railroads is known for his dedication to the history of electric railways. In less than a year he has made considerable progress keeping our programs on the right track and bridging the generation gap among our members and officers.

At this writing, prospects for this summer appear to be somewhat better than they were at the end of 1973. Having set up precautionary financial guide lines, we feel justified in returning to the program set aside at the onset of this past winter. Our efforts will continue to be directed towards Seashore's readiness by September to present the picture of the world's pioneer electric railway museum expected by visiting delegates of the Association of Railway Museums Convention.

As to the more distant future, we have emerged from the past few months not only more cautious in our planning but increasingly aware as to what our financial state of preparedness had better be, should there be another "shutting off of the valve"; for it might occur at a less opportune time of the year for us the second time around, perhaps right in the

Fairview barn showing how use was made of the available covered storage for the trackless trolleys, UPS truck, and San Francisco cable car. Photo by Richard Brilliante.

Connecticut Open #303 sitting on new display track at front entrance. This should offer a good inducement for the passing motorist to come in. Photo by Richard Brilliante.



middle of our revenue season. The point has been well driven home that our Museum, paradoxically, is dependent on the automobile, and a shortage of fuel poses the threat not only to dry up the tourist trade but deny our members their only means of reaching the museum to work. Therefore we must work toward three goals. First, build up a greater cash reserve to carry us through another slump in tourist traffic. Second, develop other sources of revenue less dependent on the visiting public and aimed at offsetting our relatively short season of activity. And, third, actively seek grants for capital improvements and expansion rather than depending on contributions from the membership and General Fund.

The general fund currently is at a lower level than is normal for this time of year. This is due principally to our reluctance to draw further on our line of credit in the face of lower anticipated income resulting from the energy crisis. In order to get 1974 off to a good start, we urge as many of our members as possible to respond to the current drive to build up the General Fund. This should insure that our 35th year will turn out to be a most productive, interesting and exciting one for Seashore's members and guests coming for the operating season and, later on, the Convention.

A.R.M. CONVENTION

The weekend of September 13, 14, 15, Seashore Trolley Museum will host the annual convention of the Association of Railway Museums with a program of informative discussions, inspections of physical plant, and trolley rides. Discussions and seminars will be directed toward the educational aspects of railway museums and how they can contribute towards preserving the technology of railways. More specific details will be forthcoming in the DISPATCH as well as special mailings.

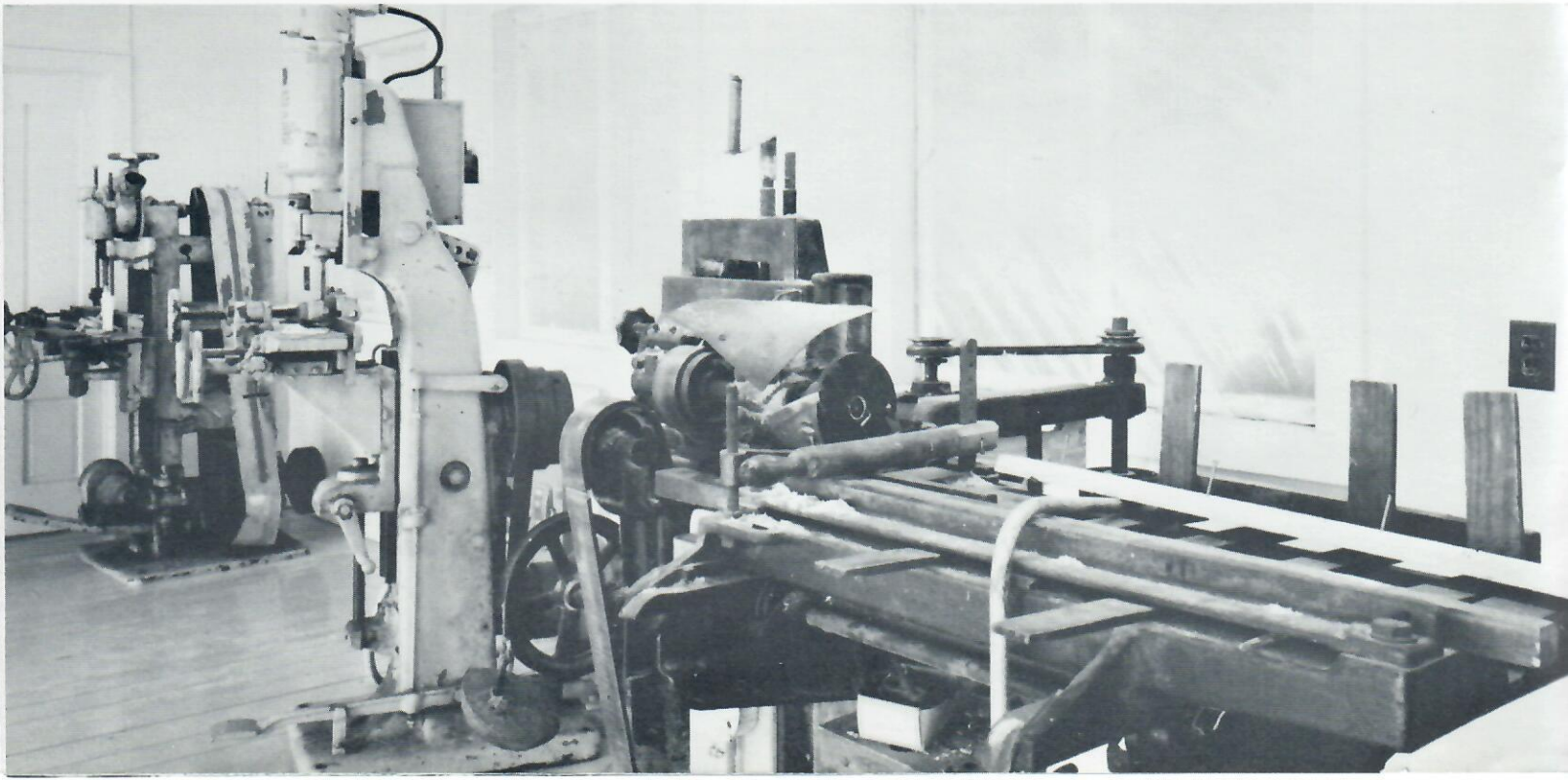
TRACK PROJECTS - DISPLAY TRACK, SHOP TRACKAGE, AND MAIN LINE

A major effort took place late in the season on the outer end of the main line with the complete rebuilding of twelve hundred feet of main line track between RS & E tower 3 on the south and tower 7 on the north. The upgrading consisted of new ties, certain pieces of new track hardware and 325 tons of crushed stone ballast. The track was aligned and underwent an out-of-face resurfacing to provide a quality of ride commensurate with the standards of a professional museum and to anticipate any future requirement by the Federal Railway Administration that the museum adopt FRA track standards. Cost to the museum for this work was $983 or $ .82 per foot of track. This rather inexpensive figure reflects the fact that the work in question was performed by volunteer labor.

In addition to the major work on the main line in 1973, two smaller track projects were undertaken by volunteer crews. First, subsequent to removing the six cars temporarily stored in the west bay of the Town House shop, a new single track was constructed to replace the two storage tracks in that bay. To provide access, the door at the rear of the building or track 3 was made operational, a tangent track was extended north two car lengths, and an over-the-pavement style switch was installed leading to the new track. Once completed, the bay containing the new track was filled with sand to railhead to provide a temporary working floor, and since this bay is closest to the shop machinery, the cars receiving the most extensive restoration work were moved onto it for the summer shop operation. At some time in the future, when funds permit completeing the concrete floor in the shop, permanent high quality track will be constructed throughout the shop, with new yard arrangement providing access to the mainline from the north of the shop.

The second small track project undertaken was construction of the display track at the front of the property. Prior to demolition of the garage, the old unloading ramp had been removed, and as part of the grading for the new entrance, the grade crossing track leading to it was constructed, leading to a tangent track which runs perpendicular to Log Cabin Road, ending at a point 50 feet from the road. This track, which lies on the west side of the new entrance, has been ballasted with crushed rock and fits in nicely with the new landscaping. Overhead construction, using steel poles set in concrete, was initiated, and it is planned that during the operating season an attractive car will be parked on the track daily as a calling card for potential visitors approaching the museum.

View in machinery loft, second level of shop. This will be in use shortly for sash and molding work. Photo by Brilliante.



CAR BARNS

At the end of 1973 this part of the '73-'74 program was still the farthest in arrears, although much preparatory work was carried out. The original program, including the arrangements for financing the cost of it as well as the major improvements for the car shop that were completed, was to be spread over a four to five year period through a line arranged with our bank. This phase of the program was aimed at seeing the completion of the Butler Grove complex at long last, to be completely functional by the time of the Convention.

The principal part of the program consisted of extending the new Fairview Barn from its present length of 140' to the full projected length of 240', the addition of sides to this building and to Central, already in full use, and the construction of a lean-to to Central. Both buildings are of identical design-steel Mercer trusses supported by steel columns, with wood purlins and aluminum roof and side sheets. 50' in width, both buildings are being equipped with four tracks to serve temporarily as Hi-density storage buildings, later to be reduced to three.

Preparatory work carried out on the site in 1973 included final grading and drainage work with spreading of additional gravel to provide a sub-base for track and workable areas for construction. Excavation, form work and pouring of footings as required for both buildings was completed by early fall.

Miscellaneous switch parts and 80# rail to go with them were donated by General Electric's River Works plant and brought up during the spring for use on this project. During the fall the balance of the 56# rail and ties with it at our dormant Terminal Division were dismantled and by Dec. 2 all moved to the car barn area. The lighter rail will be used inside the building. Unfortunately the trackwork lagged behind throughout 1973 principally due to commitments elsewhere, including the rebuilding of a fair amount of trackage in the car shop area to permit it to be functional by the beginning of the summer, and the relocation of the track at the front of the property, to say nothing of far greater than anticipated work on the main line.

With heavier than usual capital expenditures already behind us by the time the tourist season ended and less than anticipated revenues tallied, coupled with the less promising prospects of getting any useable track completed into Fairview by winter, decision making on contracting for additional building construction was deferred until late fall. By the time of the next Trustees meeting the Middle East war had come and almost gone leaving behind the Arab oil embargo and its possible detrimental effect on our future earnings.

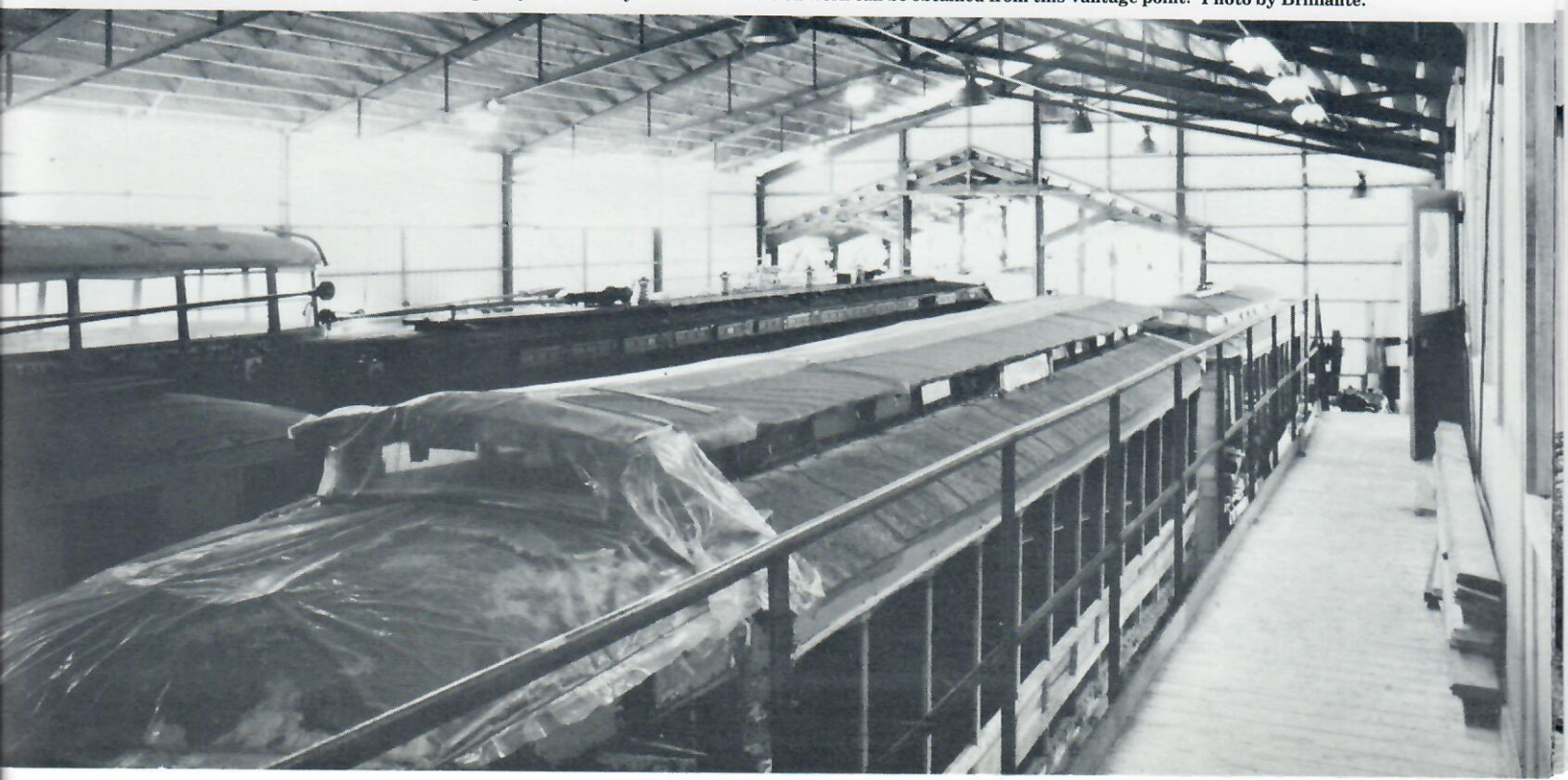
A policy was adopted of authorizing only minimal capital expenditures for the "duration" and these only if vitally needed. Car barn construction would have to revert to the conservative "pay-as-you-go" basis with the next building extension contingent on proceeds from appeals and/or a review of earnings that might be available at the close of the next year. An appeal was launched late in the year to extend Fairview forward another 40' both to make a more useable length of structure and to establish the final front line of the building. Results thus far have been good and there is certainly a committment to proceed with more work once we can be assured that we are open for "business as usual".

Making the most of the situation we did proceed throughout the fall and early winter on trackwork as outlined to insure that street cars would be able to use Fairview sometime in 1974. Meanwhile taking advantage of the relatively open winter the California St. cable car and the trolley coach fleet were moved into the building. The construction of car barns, begun in the late forties, continues to be one of the Society's major efforts. Every attempt will be made to see that the momentum, though slowed down, won't be lost, until all equipment can be stored undercover and with proper dispersion.

CAPITAL IMPROVEMENTS

The major capital effort of the shop has been the construction of the repair and inspection pit. This facility, 10' x 60' x 4½' is constructed of reinforced poured concrete with a heavy steel beam structure supporting the rails. It was decided to use the open structure so that work could easily be done on the outside as well as the under part of trucks. It is capable of supporting any piece of equipment the society now owns or probably ever will own. Drainage is accomplished by means of a sump pump connected to an under-floor drainage system. The sump is heated during the winter thus keeping the pit usable year round. The pit is equipped with safety tread steel stairs, and removable safety railings on the exposed sides. It is

Part of the "Loft" addition was the visitor's gallery. A bird's eye view of restoration work can be obtained from this vantage point. Photo by Brilliante.



finished in green and grey epoxy for ease of maintenance. The only remaining necessity is adequate lighting. (Proper flash-proof fluorescent fixtures have just been donated for this.) Total cost: $9866.65.

The second capital expense was the construction of a loft for sash and door construction, a finishing room, an observation gallery and an office. This area, 20' x 60' is completely enclosed, insulated, painted, lighted, wired and was easily heated during finishing work this past winter. The office which is attractively paneled and has a tiled floor will give a place for vitally needed record keeping and administrative paper work. A large enclosed storage cupboard for small perishable supplies was built into the finishing room. The gallery is approached from each end by a stairway and will give visitors a chance to safely observe work in progress in the shop. It is hoped that small projects can now be worked on year round in this area. Total cost: (approximately) $6113.09

Other capital improvements were:

Rebuilding the north end of the shop so that all doors now work properly. Removal of the two crowded west tracks and replacement with one. This track and the rest of the shop area was then filled up to grade with a heavy sand which gives a good working surface. It is hoped to replace this all with concrete in the near future.

Construction of a temporary small switch track to enable cars to be moved on to the new west track.

Construction of a water line from the well house to the shop.

Grading of a new parking and storage area to the west of the shop where vehicles and storage trailers may be parked.

Extension of the air system to the entire periphery of the shop and installation of a new adequate shop type air compressor.

Construction of machinery guards on several machines to bring up to proper safety standards.

Reinstallation and extension of the sawdust collection system to most of the major woodworking machines.

Installation of proper fluorescent lighting in all of the new machinery area.

Restoration Projects:

These were curtailed to a degree by the great stress on capital improvement, but were still extensive.

North Shore 420 received a new roof canvas and rebuilt roof structures, a repainted interior ceiling, rewired lighting and several rebuilt doors. Baltimore 5748 received an extensive and careful rebuilding of about half of its side window sash.

Biddeford and Saco 31 on its second grant ($300) from the Maine Arts and Humanities Commission. One truck and motor was reassembled using a spare armature to replace a damaged one. Most of the interior cherry moulding was refinished. The interior headlinging of oak and birch veneers was finished, gold leafed and installed. Light wiring was repaired and one proper light fixture installed. Still missing is one more three-light with flat glass reflector type fixture. The car has now had 600 volts put to the lighting circuits for the first time since 1939.

Nagasaki 134 received the remainder of its roof canvas, was repainted on the exterior, had all sash and doors repainted and installed.

Leeds 526/London 2085 (Feltham) received more attention from our English member, John Edgar. One end is now completely closed in and work had commenced on the other. Connecticut open 1391 was completely repainted. It had become very shabby after 12 years of service.

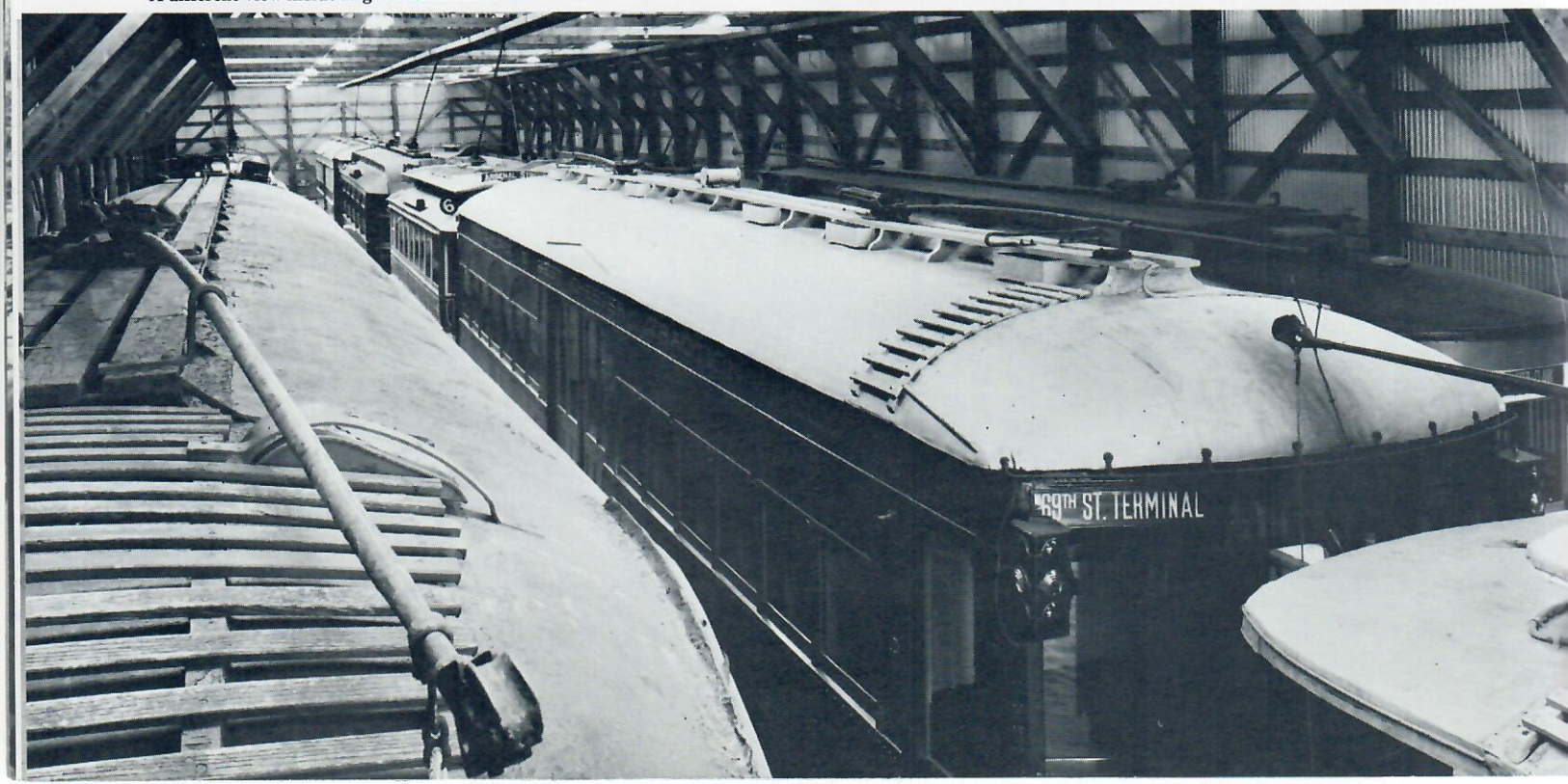
P&WCT 2 had its floor repainted, seats repaired and door mechanism worked on.

Early in the season before passenger service all operating cars were given a thorough inspection and lubrication before the old ramp was removed.

The new pit was used extensively sometimes with two cars on it simultaneously and on one day three cars were run on and off for repairs. Much attention was given to the running maintenance of our cars both in preventative maintenance and scheduled servicing. Many axle bearings were repacked, controllers overhauled and miscellaneous emergencies taken care of quite quickly, something which never could have done with our old ramp facility.

The shop crew consisted of 11 different men (including foreman) who worked for the 12 week summer season. Because some did not work full time, the actual total was equivalent to about 7 men for the summer. Total shop wages paid were $7214.07 (including 5.85% employer's share of social security).

A different view inside Highwood Exhibit Barn.




URTX
28504
seashore
TROLLEY


55
55
55
STOP
3412

Crew members were from Maine, New Jersey, Arizona, Pennsylvania, Massachusetts, Connecticut and England. They are to be commended for the excellent job they did and the spirit of dedication they have shown especially considering the nominal wages they received.

ACQUISITIONS DURING 1973 - ANNUAL REPORT

1973 saw final completion of the long-term project of the acquisition of Berliner Verkehrs-Betriebe (BVG) single-truck center-entrance car No. 3412. This car was originally donated by the Company on January 23, 1968. Because of the lack of funding and practical shipping means it was impossible to move the car to the Seashore at the time. Thanks to the cooperation of the museum's good friend, Dr. Carl Lippacher of the Hamburger Hochbahn we were able to arrange fairly long-term storage for the car in one of their depots. The assistance of the Boston German Consul and the fact that Hamburg had previously donated their own single-truck car No. 2700 to Seashore were further assists in this regard. The car was moved by canal barge from Berlin to Hamburg in April, 1969.

After several years of attempting all possible alternatives of donated or reduced rate shipment from Hamburg we were successful in interesting Mr. John Skelly of Atlantic Container Lines, who in turn granted us a reduced rate approved by the North Atlantic Rate Conference for container ship transport from Bremen (near Hamburg) to the Company's facility in Port Elizabeth, New Jersey. After continuing negotiations and arrangements the car finally arrived in the United States on June 4, 1973. Member Thomas Niland, a professional Teamster, as well as several other members were on hand to receive the car, and have it loaded from the transport trailer on which it sat during the ocean journey, onto a special low-bed with tractor, loaned by the Rex Paper Box Co., of Braintree, Mass., with Mr. Niland their driver at the wheel. Appropriate publicity photographs were taken of the arrival of the car, and then the move made the Seashore, where it arrived the next afternoon. This event marked the culmination of nearly five years of effort on the part of our Director of Special Projects, as well as other interested parties. Our special thanks to Berlin Member Karl Weiland who traveled frequently to Hamburg on our behalf and C.H. Powell Co., who donated their services arranging customs clearance.

This move marked another "first" for the Society. Car 3412 is the first streetcar ever shipped on a container ship, although as an aside it can be pointed out that our Nagasaki car, delivered over a decade ago on a conventional freighter, was actually "containerized" in a huge specially constructed wooden crate. Car 3412 gives our international collection an interesting car from another of the great Old World capitals. The car is of a very unique type, also, being a single-truck center-entrance car of 1929 vintage. In later days, however, the sole remaining type in W. Berlin. Like nearly all European cars obtained to date No. 3412 is in excellent condition.

Toronto Transit Commission double-truck Sweeper No. S-31 was also added to our collection in 1973. This car was built by Russell in 1920 as Eastern Massachusetts Street Railway No. P-601. When this property motorized most car lines in the mid-1930's it became one of eleven similar plows sold to the Third Avenue Railway System (New York City) in 1935 and 1936. Just after World War II when this company was forced to eliminate much of its surface car operation this car and seven surviving mates were again sold, this time to the Toronto Transportation Commission. A recent agreement negotiated by TTC transferred streetcar line snow removal responsibility to the City, thus rendering all sweepers surplus.

Word of the availability of an ex-Eastern Mass. St. Ry. sweeper was followed by unprecedented member enthusiasm and financial support. The car was purchased through the cooperation of the Ontario Electric Railway Historical Society, owner of the Toronto area street railway museum in Rockwood, Ontario. The car was shipped from Toronto by rail and arrived at Kennebunk on November 2. The following day the sweeper was transported to Seashore. Remaining to be done is regaging the Brill 27-E trucks which are presently Toronto gauge of 4' 10-7/8".

Three cars were obtained from Boston's MBTA in 1973. They were covered in our 1972 Annual Report because they were on hand prior to publication. These include two Type 2 Semi-Convertible Compressor Cars Nos. 5055 and 5071, built in 1906, and car mock-up of the proposed, but-never-built streamlined Type 6, Car No. 3400. While the Society is already preserving a Type 2 car, which is substantially restored, it was widely felt that it would be extremely shortsighted to allow two

Close up view shows the new sheet metal dasher on Liberty Bell 1030. Similar new panels have been applied to the rear of the car. Photo by Brilliante.

Toronto Sweeper S-31 on temporary 4' 10-7/8" gauge bunkhouse track, shortly after its arrival in November. Photo by Brilliante.

relatively intact passenger cars of such ancient vintage and in such good condition to be scrapped at such a late date. Also, retaining one of these cars in its converted condition, as a compressor car, would considerably aid line work and sandblasting. The compressor unit on Car 5055 is to be made operative in 1974. The mock-up Type 6 car is an excellent example of car type planning undertaken by large transit properties in car design and will make a very useful exhibit in our Display Barn when it can be set up to optimum display potential. The car is temporarily housed in the Riverside Barn lean-to.

Rounding out acquisitions brought to the property were five box cars most generously donated by GATX and two end loading box cars obtained from an agent of the Boston & Maine. These cars will be used for much needed storage of many different classes of materials, ranging from car trucks to line parts to historic publications.

1973 VOLUNTEER CAR RESTORATION ACTIVITIES FOR ANNUAL REPORT

Work continued on many volunteer car rehabilitation projects during 1973. While none of these car projects were completed, signigicant accomplishments were made on eighteen cars, the same number as in 1972.

Unquestionably the greatest transformation from that of a seemingly hopeless hulk towards that of an outstanding exhibit of an important car type from a noteworthy, and otherwise unrepresented, street railway property is that of Ottawa Single-Truck Sweeper No. B-2. As cited last year the deteriorated roof structure was totally dismantled and replacement roofing boards milled on our shop woodworking machinery.

During the summer of 1973 work started with milling two new roof carlines. Once they were installed there began the major task of building an all-new roof. All the new tongue and groove roof boards were carefully fitted and nailed into place. These extended over the ends of the car as installed because of the curvature of the ends of the car, so that they had to be sawed off as appropriate. Final planing and sanding of the perimeter gave the roof the required smooth rounded contour. No small job remained as every roofing nail had to be countersunk and all high spots and ridges on the top planed down. Following this was a final sanding with our commercial floor sander. These steps assured a smooth surface for the canvas with nothing to cause splits or holes in the new canvas. Prior to placement of the canvas the roof was treated with wood preservative. The roof canvas was then installed, being stretched and shrunk where necessary. Completion of this aspect was followed by placement of new roof boards and finally the application on three coats of red roof paint. The finished product is a totally new roof of very high quality and of fine appearance.

September saw the car body receive a coat of primer paint. At the same time our mechanics were busy inspecting the electrical system, cleaning all three controllers, the traction and broom motors, and lubricating all bearings. Then in October the car was operated for the first time. The previous winter the car's chief sponsor had a new side door built by a semi-retired carpenter. In the fall this door and its useable mate were glazed and interior surfaces varnished and exterior surfaces painted.

An ambitious 1974 program is planned by the sponsor of this car. Repairs to the essentially solid matchboard siding will be made where required, couplers rebuilt, headlights installed and the exterior of the car repainted in the attractive Ottawa Transportation Commission red paint scheme. If time permits the brooms will be rebuilt with stock on hand. Progress completed and anticipated in the restoration of this car shows what can be accomplished in a relatively short time with a concentrated effort by an adept member-worker.

Montreal Transportation Commission Two-Man Lightweight No. 2652 was nearly completed during the year. Early in the season the exterior of the car was sprayed in the MTC two-man rear entrance car green and cream paint scheme. Following this the car was striped and lettered, and the underbody cleaned up and painted black. The roof also received some minor repairs and two coats of standard Montreal red paint. Simultaneously, a considerable amount of mechanical work was accomplished with this car becoming the first major beneficiary of our Shop's new pit.

Montreal is a very large user of salt for snow melting and the rusted undersides of all of our Montreal cars make this most evident. Once over the pit, all air tanks were removed and

Berlin 3412 in operation during October open house, Jeff Sisson operating. Photo by Brilliante.

hydro-tested. Those passing this test were sandblasted and painted, and then re-installed under the car, while those that burst while being tested were replaced. At the same time considerable sections of air system piping were replaced, although additional sections will doubtless require later replacement. The main effort then became finishing up the interior, including refinishing and varnishing many small pieces and installing some back in the car.

A number of larger stationary pieces were similarly refinished, with almost all woodwork now completed. The cane seats were bleached and varnished and work ceased for the season with painting of the floor. Little remains to be done in 1974 to see completion of this car.

Although Montreal Transportation Commission Observation Car No. 2 requires a complete repainting, one of the large bi-lingual tour advertising signs mounted at the rear of each side of the car was carefully repainted by one of our more skilled sign painters, helping to more readily identify it to visitors in our Exhibit Display in Highwood Barn, where the car was housed last summer.

A long-term restoration project that took another leap forward was that in progress on Liberty Bell Limited No. 1030. A new aluminum dash panel was fabricated at a Biddeford metal working shop and fitted to the car by their shopmen. Much old paint was removed from the upper halves of both ends and bare metal spray primed. New safety glass was installed in rear windows, closing in this end of the car for the first time in several years. Some re-assembly work was done on its front truck although it was not completed.

Additional work was also completed on Baltimore Peter Witt No. 6144. As reported previously new standard-gage axles for the car had been made from the axles of Philadelphia & West Chester Traction No. 62, when that car was re-gaged. In 1973 new transom gusset plates were fit to standard gage on the truck frames, and the brake rigging was completely reassembled. The car's motors were removed to the shop preparatory to inspection, cleaning and testing, prior to reinstallation in the trucks. In 1974 all that remains to make the car operational is completion of the motor work, re-trucking the car, installation of trolley boards and pole, plus inspection of the control system. In addition, it is hoped to have the car's exterior painted.

MTA Cambridge-Dorchester Subway Car No. 0719 was greatly transformed in appearance during the year. One side and one end that had been previously sandblasted and primed, were wet-sanded and knifed to give a smooth surface, and then sprayed in MTA's standard rapid transit Pullman Green paint scheme. It was decided to await set-up of a good air supply before sandblasting the remainder of the car. On the mechanical side a motorman's air brake valve was rebuilt, a punctured gear box case repaired all bearings inspected and found to be in good condition, and the car completely lubricated.

MTA trackless trolley No. 8361 had begun to show the ravages of ten years of outside storage at Seashore, so it was decided to paint the coach. Prior to being painted a number of body panels on the side and a large portion of the front end panel were cut off and new panels welded in place. The entire coach exterior was then painted in its attractive tangerine body with maroon beltrail, cream window area and silver roof. Finishing it off was application of an MTA "map decal" insignia used on MTA vehicles in the 1947-1960 period. This decal shows all cities and towns served by Authority routes and outlines main rapid transit and surface lines to each community. This was certainly one of the outstanding transit insignias. Portions of the interior of this coach were also painted since it is likely that Seashore will soon have an operating trackless trolley line.

The upgrading of Boston & Maine Inspection Car No. 500 continued last summer. New metal exterior panels and wood interior panels were installed on the doors, some cracked glass replaced and the headlights and horns reconditioned and mounted. The vehicle also functions better mechanically. Next year its sponsor hopes to repaint the exterior.

Car 108 was made operational, once again, with replacement of four sets of motor axle bearings. The old bearings in one truck had been worn to almost paper thin thickness in one truck, but those in the other truck were still in good condition as that truck was overhauled by its last owner, York Utilities, a few years before we obtained the car.

Chicago Surface Lines Pullman No. 225 was also made operational. Its defective air compressor was replaced by another rehabilitated compressor from stock. However, a bearing inspection revealed that it badly needs new bearings so its mileage must be limited until new ones can be fabricated.

Boston Trackless 8361 "Before". Photo by Brilliante.

Seashore's first multiple-unit train, Montreal & Southern Counties Express Car No. 504 and Interurban Passenger Car No. 610 were made to function in M-U again. The accident damaged radius bar on Car 610 was removed and straightened. The reverser was repaired to operated properly and one of the trolley bases was repaired. The car's mate, No. 504 had a number of mechanical repairs made so that the car functions properly. Unfortunately, both of these classic cars require substantial body work to put them into first class condition.

Newly acquired Boston Type 2 Semi-Convertible cars 5055 and 5071 were recipients of considerable mechanical work. Both cars had all contacts and interlocks made operational and had their compressors lubricated. Car 5055 had a controller replaced. Car 5071 experienced a controller fire, resulting in its main controller being partially rebuilt. In 1974 the large industrial compressor in Car 5055 is to be made operational to make the car useful as a mobile compressor car as originally intended by the Boston Elevated Railway. This should be most useful for pneumatic work out on the Main Line track rebuilding project, etc. Meanwhile, our original Type 2 car, No. 5060, which is being converted back into a passeenger car, progressed with the re-canvasing of the roof completed and a number of clearstory windows refurbished in the home of the car's sponsor.

A continuing problem at Seashore is canvas roof deterioration, which is particularly rapid on cars stored outside or in partly open carhouses. One of our Boston members spent his vacation at Seashore taking care of Boston car roofs. This included the patching and painting of the roofs of Single Truck Box Cars 724 and 1059, Type 2 No. 5071 and both cabs of Side Dump Car 3608.

A car that usually advances in substantial stages each year is absent from the list. Interborough Subway Car No. 3352 from New York was not worked on this year because of the very heavy commitment in time its sponsor gave to supervising construction of our new shop pit, other major improvements in the shop, and later in the year fulfillment of a commitment to re-sheet one side of a Boston Type 5 car at the Branford Museum, in Connecticut.

This same member also put in countless hours working alone and with crews in an emergency upgrading program of our Main Line to help reduce wear and tear on the Society's cars.

An interesting aspect of our volunteer car restoration is probably overlooked by many of our members. This is the never ending task of renewing and replacing our car destination blinds. Making these destination blinds is the occupation of one of our members in western New York. Each year he makes a few signs for our cars. Each car's signs are accurately made in the proper style of type (usually Hunter). Recently, he specially made a set of Keystone style type so that cars requiring Keystone style sign lettering would not have to have signs lettered by hand, but rather by the far more rapid silk screen process. Cars receiving signs over the past few years include Pittsburgh No. 1440, Boston No. 5821, Philadelphia & West Chester No. 62, Dallas No. 434 and Montreal No. 2052. The next car to receive new signs will be Manchester No. 38.

NEW GOOSENECK FOR THE HIGHWAY MONSTER

The year 1973 also saw a major upgrading of the society's "highway monster" streetcar moving trailer. For nearly twenty years this trailer, built by Seashore personnel, had moved virtually every car that came to the museum, using either the museum's own tractor or rented tractors for propulsion. However, in recent years the trucking situation had undergone some changes. First, for economic reasons, the society decided to discontinue registering its own tractor, and second, due to advances in technology and changes in governmental regulations, the trucking industry was moving away from short single axle tractors in favor of longer tandem axle tractors with the fifth wheel pivot point moved well forward. Such tractors unfortunately would not fit under the "highway monster's" short gooseneck. As such, facing about ten car moves in 1973 and finding a suitable tractor to be virtually unobtainable, the society decided to replace the gooseneck on the trailer. Fortunately, in the fall of 1972 our rigger, Hallamore Motor Transportation of Holbrook, Massachusetts, donated to us a huge gooseneck from an old detachable gooseneck construction trailer. With this on hand, Seashore's welding crews initiated one of the most massive steelworking projects undertaken at the museum. The old gooseneck was cut away, the extensive hydraulic detaching mechanism was removed from the new gooseneck, and using half inch steel plate a 2 foot by 4 foot by 6 foot steel box frame was built from the trailer frame to the new gooseneck. Once completed, the trailer was immediately

Boston 8361 "After" showing what volunteer interest and persistence can accomplish. Photo by Brilliante.

pressed into service moving box cars to the property using a rented tandem axle tractor, and was a complete success. As of this writing, the renovated "Monster" is a veteran of at least fifteen moves, including six moves from Boston, and two moves under contract for a railroad to retrieve some cars stranded by a washout.

OVERHEAD WIRE - 1973

The height of last years overhead work was the completion of more than 2,000 feet of catenary on the main line. After years of anticipation and months of preparation, 7/16 inch Sieman's - Martin messenger wire was finally lifted atop the eight former R.S.&E. steel towers, put in place, tensioned, and with hangers attached, held up the 3/0 bronze trolley wire.

The method of construction was quite interesting in that each tower was erected over a period of years, a tower being erected as the track was extended to its' sight. The trolley wire was temporarily supported by bracket arms on wood poles left over from the 1935 CMP power line. All of these poles were removed when the catenary was completed. Since our messenger wire was purchased in 500 foot coils, each one had to be stretched out along the ground and spliced. When this was completed, the dead end wires were attached to the messenger at the end of the line and the messenger was lifted on top of each tower. It was brought up to proper tension and spliced into the existing 150 foot section of catenary. With the messenger tensioned, all the hangers were attached from the messenger to the trolley and the bracket arm supports removed.

It is hoped that our main line can be continued towards Biddeford and the remaining eight R.S.&E. towers erected and the catenary extended.

The presence of four trackless trolleys on the property and one on it's way prompted the start of the initial trackless wire to be constructed. The first step was the installation of various wire fittings, a crossing and curve segments. Tower truck No. 1377, tower car No. S-71 and ladders were used to construct the portion from the well area to the South Boston Barn. The wire for this line is the 2/0 grooved trolley which we purchased from the MBTA in 1973. The wire was originally installed at the Bennett St. car house yard of the MBTA.

During the middle of the summer, we received a letter from the Ohio Brass Co., manufacturers of overhead materials, telling that they had donated to the museum a quantity of ancient trolley wire fittings. Needless to say, our rather excited anticipation was reinforced when the fittings arrived. They are to be put on a proper display at some point in time in an overhead exhibit.

Keeping in mind the need for a diversified collection of overhead parts, a small, but representational quantity of British fittings, including a trolley bus hand throw switch, was purchased from the local transit company in Bradford, England. We plan to incorporate these items in our trackless trolley overhead and put some in our overhead display.

The need to improve the appearance of the museum was brought to light last year when our entrance was finally remodeled. Since this necessitated a change in track location, the overhead wires were consequently effected. Four of the steel poles we aquired in 1972 were set along the display track to support the new overhead wire. Steel poles were used for two reasons; they are more pleasing to the eye than wood poles and they negate the use of back guys. Once the new trolley wire is erected along the display track, the existing wire and pole will be removed, reconditioned, and used at another location. This work will be removed, reconditioned, and used at another location. This work will be completed in the spring of 1974.

Front Cover: From horse car to streamliner, doubledeckers and open cars. Representatives like these and others of the trolley era can be viewed at our Highwood Exhibit Barn.

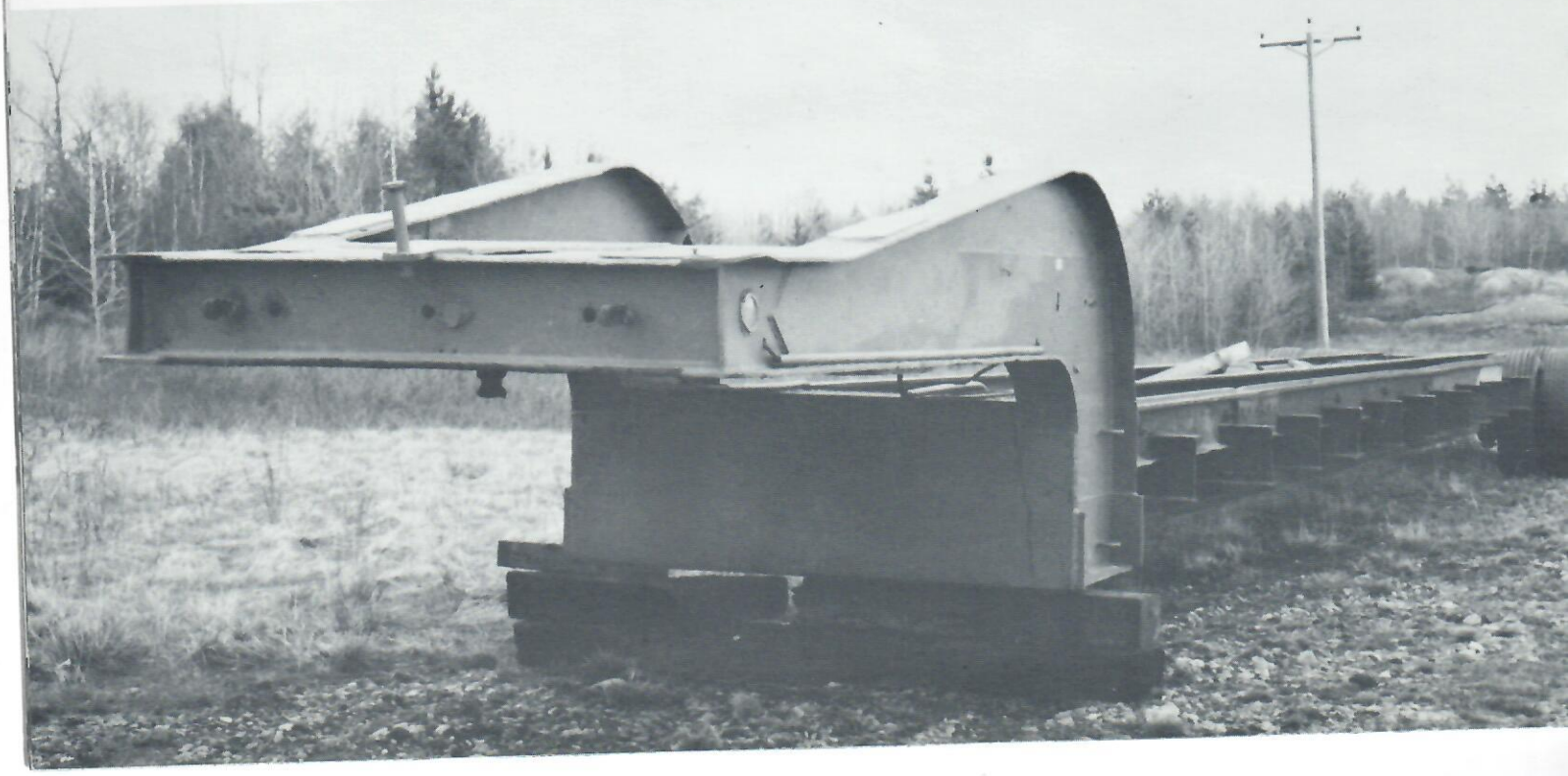
Inside Front Cover: A low angle view looking north on the newly rebuilt portion of the main line between RS&E Towers 3 and 7.

Inside Back Cover: Outside of Townhouse Shop. Behind this quiet exterior is the Trolley Museum's most complete rebuilding shop.

Back Cover: Newly refinished Montreal 2652 using our new inspection pit to good advantage. Member Fred Maloney working under car.

Cover Photos by Richard Brilliante

New Gooseneck in position on our "Highway Monster" street car moving trailer. Gooseneck donated by Hallamore Motor Transport. Photo by Brilliante.



SEASHORE TROLLEY MUSEUM

BOARD OF TRUSTEES*

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

*Resigned, replaced by James Schantz

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
Dispatch Editor ..... O. R. Cummings

* Up to Annual Meeting


S-DENIS
2652