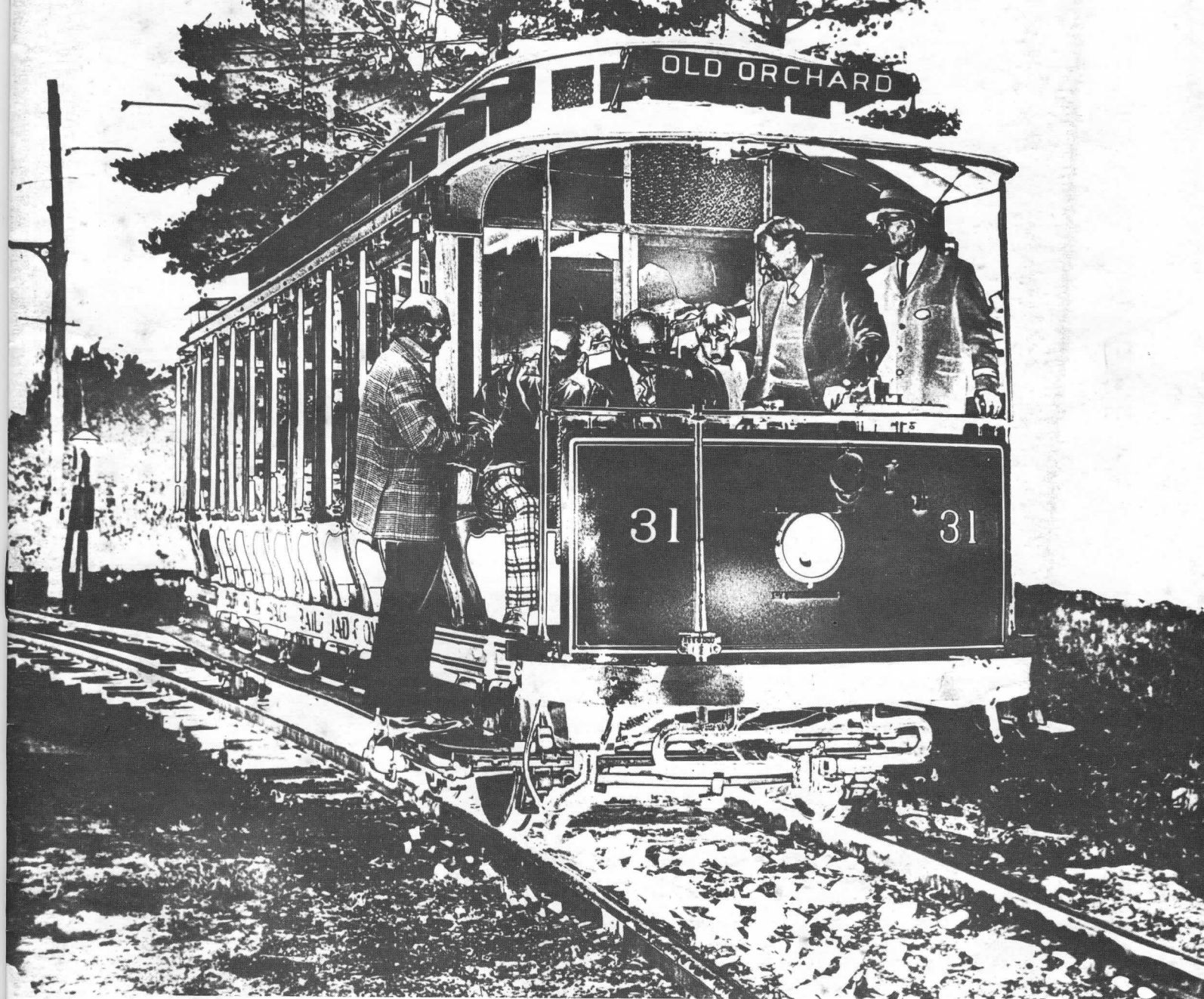


ANNUAL REPORT

1975

FAIRHORE ELECTRIC RAILROAD MUSEUM



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



Aerial view of the Museum. The development of the Butler Grove Car barn area clearly shows in this view which gives the overall perspective of track layout and building locations. Brilliant photo.

SEASHORE TROLLEY MUSEUM *"The Museum of Mass Transit"*

1975 can best be characterized as a year in which things proceeded according to plan, but also one in which the unexpected did occur. As in the past, the organization proved its viability, and a new dimension was added to the Seashore Trolley Museum without detracting from other programs under way. Even the weather cooperated during the summer as the bold step was finally taken to charge the visiting public a straight admission in favor of the long standing charge per ride. Despite the anticipated drop in attendance from 1974, only 0.8%, the public's general acceptance of the new procedure resulted in an overall 17.8% increase in income from this source. This confirmed the wisdom of our decision made two years ago. The increase in income together with careful budgetary planning permitted the restoration of a comfortable cash reserve by the end of the year. Specific goals were achieved, and tangible progress was made under our present policy of

upgrading our existing physical plant before undertaking anything new.

The most symbolic achievement of 1975, without question, was the virtual completion of the restoration of our, and the world's first operating museum trolley car, Biddeford & Saco No. 31. Although adopted years ago as our trademark or logo, the car remained tucked away in one of our car barns. Work on this car was sidetracked many times by the higher priorities of refurbishing and maintaining the revenue fleet. The delay in initiating this restoration proved to be a benefit. The vastly improved shop facilities and wealth of experience gained over the years combined to make this a relatively easy project, and, a "sentimental journey" for the shop force. The work was funded in part by matching grants in three successive years from the Maine State Commission on the Arts and Humanities. The final product is a car that is both handsome and mechanically sound - well

worth the pioneering efforts of the founding fathers. No. 31 was the star of the show at Members' Day in October as it was rededicated, and then driven for a ceremonial trip over the main line by those who moved it to Kennebunkport in 1939.

Rolling stock rehabilitation at the Seashore Trolley Museum has been divided into two categories for many years: Museum sponsored restoration work on revenue earning cars by a paid summer shop force, and, weekend and vacationing volunteers devoting their energies and skills to cars of their own choice. The finished products of the latter group have ultimately joined the revenue fleet, or, in recent years, the exhibit collection in Highwood Barn. The increased mileage run up by the revenue cars has placed a greater burden on the paid shop force to maintain these cars in top operating condition. Similarly the greater dependence on mechanized equipment in construction projects has necessitated increased maintenance requirements for our utility vehicles. Our limited funds for wages have not permitted the luxury of a large enough shop force to increase the pace of total restorations, and, at the same time to maintain the revenue cars. This is partially compensated by work on small parts such as sash, doors, and seats, that can be done during the winter in the heated loft area.

Within the past two years, a third category has evolved. This "marketing" group, which set up the original exhibit in Highwood Barn, has identified certain historically significant cars, not slated for total restoration in the foreseeable future, which can be made presentable for exhibit purposes if not operable. Tapping both our inexhaustible supply of candidate cars and the talents and skills of those volunteers who have no pet projects of their own, the marketing and engineering team has made considerable progress in restoring luster and life to several outstanding cars. A prime example is the revamping of all three of our Montreal & Southern Counties interurban cars. The current project is to bring back to life the New Bedford Railway Post Office car, crippled since the Great Hurricane of 1938. Our Society is chartered as an "educational foundation." Such exhibit-only cars have enhanced our capability to tell the story of the electric trolley car, its past and its future potential.

A significant exception to all other car restoration work is that of No. 1030, the Liberty Bell Limited car. Spearheaded by one of our Allentown, Pa. members since the late 1950's, this project has developed into a comprehensive rehabilitation. It has benefitted greatly from our improved and expanded shop facilities. At the end of the summer of 1975, the exterior body work and repainting were complete, with gleaming pilot and Liberty Bell insignia restored front and rear. As we head into the Nation's Bicentennial Year, the Lehigh Valley Chapter, National Railway Historical Society is sponsoring a fund raising campaign to complete the interior restoration of this once plush parlor car. We acknowledge with gratitude the financial assistance and the recognition which it conveys from this Allentown based group many of whom recall riding No. 1030 on the highspeed run between Allentown and Philadelphia.

A notable year was experienced by the Track Department. During 1975, we faced the reality that good quality, relay ties are no longer available in our area. With increased car mileage being run on our track, we

were confronted by the need to institute an annual tie replacement program - with new ties. As a result, provision is being made in the yearly budget for this purpose. The installation of the new ties purchased in 1975 and the accompanying improved surface and drainage of the roadbed will insure longer life for the ties, a smoother, safer ride for the visiting public, and, longer periods of trouble-free service from our antique rolling stock. Both the main line and important segments of secondary track benefitted from this program. Further progress is planned for 1976. Completion of the final two tracks into Fairview Barn marked another milestone which enabled us to fully utilize all available covered storage space for winter protection. Obtaining good, relay 85 lb. rail will be a greater problem than acquiring new ties. New 85 lb. rail, even when available, is out of the question because of the prohibitive cost. Used rail will continue to be our only source. Seeking out the locations, purchasing, and removing such rail and parts will be as much a part of our yearly track program as the installation and construction at our Museum site. Fortunately negotiations were in progress at the end of 1975 to acquire enough 85 lb. rail in 1976 to resume the replacement of all substandard rail in the main line. The rail thus released would be utilized in future yard and barn trackage. The most important and encouraging development in the Track Department is the emergence of a strong and skilled team of workers capable of putting good materials to the most effective use.

One accomplishment which should set 1975 apart from other years is the Tower "C" Project. Our building program has continued to make progress in providing necessary but purely functional structures. Up until now, the Society has been unable to acquire or move to the museum site an authentic structure of any appreciable size, that combines historic significance with architectural merit and potential future service to our operation. At long last these prerequisites were met by the tentative donation by the Massachusetts Bay Transportation Authority of the ornate signal tower at the Boston end of the Charlestown Elevated. This donation was conditioned on our removal of the building prior to the demolition of the elevated structure.

A key factor in accomplishing this feat was the successful solicitation of help from contracting firms to meet the challenge of fetching this structure down undamaged and in one piece, and transporting it away by water in one afternoon. To our aid came rigger and Society member, Eugene Victory, the J.F. White Contracting Company, The Perini Corporation, and Boston Tow Boat Company. Without their generous and timely support, the Society's own personnel could not have gotten the project off the ground, or, the tower off the El! Fortunately it was possible to divide the total project into two parts. The Perini Corporation granted two months of protected storage on the barge in their yard while the second part of moving the tower to



Seashore Trolley Museum President Ted Santarelli and Museum Director Dick Lane discussing the forthcoming '76 season. *Brilliant Photo.*

Maine could be planned. This culminated in the spectacular sea voyage from Boston to Kennebunkport, the separation of the structure in two sections to get it from dockside to the Museum property, and the final re-assembly - all in the space of three days. Honorable mention must go also to the Dixon Towboat Company for their skillful navigation. There can be no question that Tower "C" is a crown jewel - if still in the rough. While not yet permanently located, present plans call for an exhibit of interlocking equipment in the upper story and temporary office space on the lower floor. With the help of all concerned, Tower "C" will become more appreciated as the Charlestown El fades into memory.

Begun in 1964, the Butler Grove Car barn Project was the result of a comprehensive study of present and future car storage requirements, and, the donation by the Butler Family of suitable land. The original plan called for a four building complex with three tracks per building. As the project evolved, four tracks per barn and increased length of building eliminated the need for the fourth car barn. Each step forward has required major funding both for the buildings and for an enormous amount of track material and construction to obtain full use of each barn. In one out of three years, our labor and money resources had to be diverted to higher priority projects: replacement of the collapsed Quonset Barn by what has since become the new car shop; the construction of the Restroom Facilities; and the upgrading of the main line track. Momentum has been regained by the Car barn Program. 1975 was a banner year which saw a 40' addition to the front of Fairview Barn, the third building, and the construction of a leanto the full length of Central, the second barn. Then followed the removal to the new leanto of the trolley buses and motor vehicles stored in Fairview. This opened the way for completion of the final two tracks into that building, and resulted in a gain of nine more protected car spaces. It also provided uncovered storage

in the rear for four other cars. An equally great secondary gain was the uncluttering of the yard tracks in front of the other car barns. This with the re trucking and placement on track of one of the last car bodies added greatly to the improved appearance of the property and the ease of future car moves. With the building materials purchased in 1974, the principal cash outlay in 1975 was for material and labor in the construction of the Fairview trackage. Several more years should see the entire Butler Grove Project completed.

A marked change in the visitor pattern was observed during the 1975 season. With our newly instituted paid admission, people are spending more time on the property - up to four and five hours. Previously the average length of stay was never more than two hours. People came, took one or two rides, perhaps visited the gift shop, exhibits or restoration shop, and then left. It now appears that the visitor, having paid to enter the Museum, spends whatever time it takes to see and do everything that is offered. Two immediate needs have arisen. One for more seating about the grounds for people to just sit and relax, and the other for an on-site food service. The first can be easily met while the second will require careful planning for a long range solution. Some immediate arrangements will be made for the 1976 season. The completion of proper restroom facilities in 1971 was the first step in providing the visiting public with the basic amenities. Each year we become more conscious of the fact that we are dependent on the outside world for the major portion of our income. A questionnaire is given out to every tenth or twentieth individual or group which invites a frank evaluation of our Museum. The responses have been positive and constructive, and we have benefitted from them. Our short and long range planning will take into account the many facets involved with transforming Seashore into a living museum. The visitor's experience should be educational and informative as well as recreational.

TOWER C — THE PRESERVATION AND MOVING OF A TRANSIT LANDMARK

With Boston's new Haymarket North rapid transit extension nearing completion, time was running out on the old Boston Elevated's once famed Charlestown El. Our Museum's normal reaction to such an abandonment would have resulted in the preservation of one or two pieces of rolling stock or in certain instances, the reproduction of sections of catenary typifying and making use of materials from a once famous line—a section of the Liberty Bell route or of the Rochester Syracuse and Eastern. Rolling stock was out of the question here—the 1100's would simply move over to the new "ORANGE" line and the surviving old timers, from Sullivan Square carhouse to Forest Hills, and eventually, to Wellington. Tackling the removal of any of the desirable track layouts was considered inadvisable because of the hazards involved in working on the elevated structure.

Always of interest and yet in an entirely different category were the few surviving wayside stations and structures that typified the original section of the line.

Built both to endure and to embellish in their ornate Victorian way this daring new form of Rapid Transit, no expense was spared to make them pleasing to the eye and in conformity with the tastes of the day. This policy was extended even to the two story interlocking or signal towers. By chance a photograph had come to light of such a signal tower being lowered to the street in the Roxbury area for dismantling. Of special note was the fact that although it was not too carefully rigged, it was coming down almost intact and in one piece! An even handsomer one, designated as Tower "C", at the Boston approach to the Charlestown Draw Bridge would soon be phased out. Perhaps it could be taken to Maine and serve as a fitting memento of the old line!

The Tower's location at Keany Square had been a significant one in the early days of the Boston Elevated Railway, as it was one of the two junction points of the Main Line and what was originally the Atlantic Ave. Loop. Alert towermen aligned switches from this vantage point according to one of three marker light

designations displayed by approaching trains and controlled crossovers for turning back trains for the frequent delays caused by the then numerous openings of the drawbridge. Surface rail transportation beneath the tower was equally heavy and diverse with Charlestown, Chelsea, Lynn and Salem trolleys operating in continuous succession to say nothing of Bay State, Boston & Worcester and Springfield St. Rwy's trolley freight cars shuttling in and out of the nearby Copp's Hill Wharf terminal. Boston El tank cars pulled by work cars hauled loads from the ill-fated molasses tank until its demise. To top this off, Union Freight R.R.'s Climax engines hauled box cars to and from adjacent market and waterfront areas.

Our Public Trustee, Edward Dana, former Boston El President, recalling his cadet-trainee days at Tower "C" and its once strategic role, wholeheartedly threw his support into the project. Conferences with MBTA General Manager Joseph C. Kelly and Director of Planning & Construction R.G. Davidson held in June of '74 assured our Society of the Authority's willingness to cooperate with us in our attempt to preserve this structure. The building would be donated on a provisional basis, provided that it be removed reasonably ahead of the demolition schedule for that area, to be established at some later date. At this point the project-to-be received a valuable ally in the person of Eugene Victory, an experienced and highly competent rigger from Salem, Mass., who from his first visit to the Tower enthusiastically volunteered his services. Feasibility studies were made as to how the building might be lifted



Tower "C" about to be lowered onto the waiting barge for its Phase I trip to Perini's yard in East Boston. Brilliant photo.

off intact and the project outlined to the Trustees. Approval to pursue the plan further was given contingent on sufficient outside financial aid or assistance being obtained as Museum funds for capital outlay were already allocated elsewhere.

The most promising route lay in gaining support from the manufacturers of railway signalling who might be willing to set up Tower "C" as a permanent display of their equipment, similar to exhibits that used to appear at annual Electric Railway conventions. One manufacturer immediately declined, but the other showed interest. More intense and detailed planning of the project followed, the pace accelerating after the final trains to Everett ran on April 1, 1975 and late June when all power was shut off. Firstly, the building had to be cleared out especially as the lower floor had been used as a storage area for years and material lowered to the street after traffic has subsided. Then interlocking equipment for the future display had to be procured—Tower "C's" having been removed at some earlier date by the Authority. Equipment from the also abandoned Tower "M" at Everett Station, donated for the purpose was promptly removed and put into storage. Demolition of the elevated was awarded to Cleveland Wrecking in late June and shortly thereafter a timetable set up with the Keany Square structure schedule to "go" the week following Labor Day.

A real crisis developed when the signal company, prompted for a definite commitment, replied in the negative. Had not Mr. Charles Richardson of Perini Corporation been contacted at the suggestion of friends in the Authority, the entire project might have collapsed. One of the major contractors in the area and of past help to the Society, Perini Corporation also has a marine division and terminal in nearby East Boston. Although no longer operating tugs, they did, nonetheless, offer the use of their barge which proved to be quite adequate for the 13'8" x 16'8" building. From that point on, the operation not only became a possibility but, at least in its initial phase became an over the water move. The nearby Old North Church was a reminder that just 200 years earlier a signal from the Tower was to tell whether the British Army was leaving for Lexington and Concord by land or by sea! As attention then turned toward the problem of lifting the Tower down from its perch in one piece, a further suggestion was made to the Planning Committee that the J.F. White Contracting Company be contracted who are building the new Charles River dam alongside the Charlestown draw bridge—their President, Mr. Philip Bonnano, intrigued with the idea, volunteered the use of their heavy duty crane and its operator—the pieces were falling into place.

Shortly afterwards Newsome & Co., the Boston public relations company, so instrumental in helping our Society acquire the Montreal observation car, contacted Eastern Gas & Fuel, owner of Boston Tow Boat Co. and in due course we were assured the services of a tug from the loading point to, at this point, a yet to be determined destination. One important link remained to be forged—the transportation of the Tower the short distance from Keany Square to the water's edge, which would be resolved by using a lowbed trailer rig.

Although there was no question as to the final destination of the Tower—the Society's property at Kennebunk, Maine, it soon became apparent that

attempts to line up any further assistance in getting the Tower beyond Boston harbor would be of little or no avail—one basic thing had been achieved, however. A workable plan had been devised to remove the building to another area without having to resort to extensive dismantling while it was up on the elevated structure.

Two more obstacles remained to be hurdled before proceeding with Phase I. The first and most obvious was what to do with the tower in the interim period and to avoid unloading and reloading it again if possible. Several more conferences with Mr. Richardson and others of Perini Corporation eventually produced an "OK" to store it "temporarily" at their East Boston Yard, whether on the barge or removed to dry land in the yard to be determined later. Then there was the more difficult than normal task of securing the permit to partially obstruct traffic in the area. City Hall balked at the prospect of such a project tying up Keany Square even on a Sunday—with a possibility of it spilling over into a Monday morning rush hour. The day was saved by the guaranty volunteered by the J.F. White Company that they were involved and judged the operation feasible. By now Museum Trustees, impressed with the corporate help being proffered and growing members' interest as the el was beginning to disappear, agreed to underwrite part of the costs.

Work resumed in earnest to get the tower ready for the lift off as Cleveland Wrecking moved ever nearer. Access to the area, once along the structure, was now denied as cat walks had been torn up by workers to permit salvage of feeder cables. Instead Eugene Victory's ladder was raised evening after evening just at the tail end of the rush hour. All extra weight was jettisoned, and upper windows removed to permit emplacement of spreader beams to protect the ornamental roof overhang. A passing MBTA "Cherry Picker" crane paused long enough to hoist the two I beams up. Every possible timber, bolt, cable and pipe in any way securing the tower to the el structure was cut away—or so it was thought. The slings of $\frac{3}{4}$ " wire rope were made up and huge quantities of crosby clamps—not so easy to find in a hurry—were used. The LIFT-OFF was now scheduled for Labor Day Weekend—and none too soon as Cleveland Wrecking was scheduled to be there shortly. Activity reached fever pitch as the count down began—only two days left to go. The police precinct, now thoroughly aware of what was going on, were most cooperative. Public interest was growing—all who had volunteered individual and corporate help were alerted for Sunday, September 7.

Prayers were answered with the sun rising on the most beautiful of all possible days that Sunday morning. Eugene Victory's Mack truck and Giffords' tractor and lowbed trailer, also from Salem, were positioned before traffic began to build up. Both the MBTA and the Police Department were alerted—their reactions a mixture of relief and disbelief that the tower would finally be removed. Not only was the operation drawing a fair number of sidewalk superintendents and enough Seashore personnel to have passed for an Annual Meeting but there were other activities afoot that day, too. Protest marchers were crossing the Charlestown High Bridge enroute to City Hall taking all possible press and TV coverage with them. On the good side, considerable expense was saved as the police detail to have covered our project was unavailable. All was in

readiness. The Perini barge moored near the bridge, the tug to be available by simply a phone call, and the crane to start moving from across the bridge at 12:00 noon.

So well rehearsed was the entire operation that all went as planned, the only delay being caused at the most dramatic moment when, after several tugs of the crane, the tower failed to budge. Upon closer examination a steel clip still securing the building to the structure had managed to escape notice. It was promptly dealt with, hitting the paving with a loud clang. Moments later the crane's diesels groaned again this time followed by creaks from the tower. The spontaneous cheering of the crowd now assembled indicated that indeed at 3:45 p.m., Tower C was free from the structure, complete in one piece and not disintegrating as predicted by some of the experts.

From then on, everything seemed to fall into line like so much clockwork. As the Tower was being lifted onto Giffy Russell's lowbed, a quick call to Boston Tow Boat was placed to come and position the barge beneath the Charlestown High Bridge just before the draw span. In the meantime, the J.F. White crane was repositioning itself so that the crane boom could pluck the Tower from the lowbed and placed it onto the barge now being pulled away from the carwash wharf and being positioned. Again, one could never have asked for a better chain of events. Everything went all OK. Many on the scene will never forget M.B.T.A. employee "Doc. Sweezy," who volunteered his efforts to unshackle the Tower from the crane as it was being positioned onto the barge. Both he and the J.F. White crane operator displayed the best of their professions. Within a matter of twenty minutes, the Tower was placed on the barge and unshackled from the crane. The crane returned to its homesite nearby at the Mystic Dam site and the Tug Cabot chugged across the harbor with Tower C in tow, a sight never to be forgotten. Thus ended Phase I of the Tower C saga.

The next question was how to get it to Kennebunkport and to the Trolley Museum property. One thing was clear right from the start. At some point, the load would have to be divided. Even if part, if not all of the rest of the trip would be made over land, thirty foot overhead clearance would be unobtainable. A longer delay in route than was anticipated, held the tower at the East Boston yard and on the barge. The Society must be doubly grateful for the extreme patience of the Perini Corporation and their personnel who watched over it during this several months period. A feasibility study was made of moving the building in two sections entirely by land. Permits simply couldn't be lined up for such a three state move, to say nothing of costs involved. The only alternative, the trip by water posed three problems. First, it had to be a round trip as the barge, once free of its load, would have to be returned to Boston. Secondly the tug must be of sufficiently shallow draft to negotiate the channel from the breakwater to the port, only 14' deep at low tide—and finally the tower would have to be moved in two sections from the dock to our railway museum property. Insurance restrictions and marine laws prevented this from being done while the tower remained waterborne. Instead, with the move by sea now firmed up, Perini's yardmen tied the tower down with three large cables run through the second floor windows, with large steamboat jacks to

hold the cables tight during the trip. Right from the start Seashore member, Steve Margolis, operator of the Arundel Wharf Restaurant, had obtained permission for the use of the parking lot at Williamson's Wharf in Kennebunkport as a staging area for unloading of the tower and the reloading of it in two sections for the short but vital final lap of the journey overland.

Time and good weather for a sea move were passing rapidly while the details were being worked out and the tow boat both right for the job and available, were found. Services of a shallow draft tug boat were offered to bring the barge the last part of the way through the channel to the dock by the contractor dredging the Kennebunk River, but litigation arose over the contract performance, putting them out of the picture, with their equipment impounded. At this juncture, another company with a suitable tow boat was located. They had been doing sub contract work for Cleveland Wrecking in demolishing the elevated where it crossed the Mystic River. All seemed to be set with permits and crane service and Seashore members' time lined up to move the tower the last leg of the journey—then without warning the towing company backed out. Discouraging as the delays were becoming there was one redeeming factor—available funds for the project were building up and enthusiasm within the Soceity mounting.

The operation was finally bailed out by a suggestion from the idled dredging company at Kennebunkport to contact the Dixon Towboat Company of Weymouth, Mass. As in Phase I, from this point on everything fell in line. The Dixon Company said that they would do it at a very favorable price and the biggest selling point was that their tug, *Sanita*, only drew 9' of water, consequently it could come up the river in one move. Weather permitting, Mr. Dixon planned the move on October 30th. Again, the crane service in Maine was turned on along with lining up the necessary police escorts and highway permits. But the weather kept delaying the moving 24 hours at a time due to rough seas. Finally, Sunday November 2 was to be the day.

The tug, *Sanita*, arrived at the Perini East Boston Yard at 4:50 p.m. on Sunday evening, November 2nd 1975, taking just twenty minutes to pick up the barge and with museum official photographer, Richard Brillante, aboard to record this historic event. The barge and tower were taken along side tow to facilitate going beneath Chelsea Bridge and through the narrow inner harbor. Shortly past Deer Island, Captain Robert Dixon, took the barge and Tower C as a stern tow. Once the sun had set, Tower C took on the appearance of a haunted house following the tug. Throughout the night, the *Sanita's* powerful searchlight kept tabs on its tow, 300 feet astern. The barge rode the ocean with only a gentle roll and steadier than had been anticipated. Tower C being 30 feet tall and weighing 18 tons was thought to be topheavy. To everyone's surprise it towed very gracefully. The shoreline lights of the New England coast could be seen throughout the 15 hour trip to Kennebunkport. Navagation was done by chart, radar, compass and buoys with three compass bearings for the voyage.

The Kennebunkport breakwater was reached by 7:30 a.m., the trip taking approximately 15 hours with average speed of 5.3 knots. The barge with Tower C was again side towed to have more control going into the narrow breakwater of the harbor and into the narrow

channel of the Kennebunk River. After passing the breakwater the inner channel became visible but turned out to be narrower and the tidewater running more swiftly than the charts had indicated. To make matters worse, the channel was also lined with a great variety of pleasure boats. At this point, Captain Dixon tied the tug and the barge to the Captain Mudd dredge, moored at the breakwater to await the harbormaster. About 9:30 a.m. Harbormaster Reid came out in a lobster boat and gave directions to Captain Dixon.

Captain Travers, skipper of the tug attached to the Captain Mudd dredge, well acquainted with the narrow channel and the many obstacles that would be encountered, and taking into account emergencies that could easily arise, offered his assistance that proved to be most invaluable. The start up river began at slack water (10:45 a.m.) to afford the most control so as not to damage any of the small pleasure craft moored along the channel. The trip up river, although the shortest portion of Tower C's journey, proved to be the most hazardous requiring careful and exacting navigation and seamanship.

Unloading time would be the most critical factor as the tug due to shallow depth would have to leave the river no later than the beginning of ebb tide. This left about an hour and twenty minutes for the crane to lift off the tower and the tug's departure. After tying up to the Williamson's Wharf, it was found that the crane was not tall enough to lift the tower clear of the dock. Quick thinking on the part of Seashore members on the wharf, the Merrill Crane rigger and Captain Dixon saved the day by directing that the wooden floats in front of the wharf be dismantled and moved aside to allow the barge to come three feet closer, giving the crane the added necessary height.

At approximately 12:05 p.m., Tower C was lifted off and gently placed onto one of the two lowbed trailers waiting nearby. This left Captain Dixon only 10-15 minutes to clear the harbor.

The instant the Tower was unloaded, Museum members sprang into action to prepare it for the last leg of the journey—some 3.2 miles over local streets and highways from the wharf to the property. For the rest of the afternoon incessant buzzing of power saws indicated that Tower "C" literally was being cut in half. Such a step was necessary so that the Tower could be transported over the highway with sufficient clearance for the many low wires and utility cables. The separation was made at a point below the second floor window sills, the upper section, ornate roof and all being swung over by crane to a second trailer. Barely complete by dusk, the first lowbed, with the lower section aboard threaded its way to the property where the operation had to be "secured" for the night.

Early the next morning the second trailer left Williamson's Wharf and proceeded via the same route to the property. By now another crane had arrived at the Museum and set about placing the lower section of the building on its interim resting place—the second section, having arrived, was now set back above the first part, Tower "C" being re-united again in less than 24 hours. All of this transpired before noontime, November 4th, 1975. To our Society, well versed in moving rolling stock and material, this epic move of a building had presented a real challenge. A landmark significant in Boston's transit history had been pre-

served—and moved—and the Seashore Trolley Museum had gained a priceless treasure, its first authentic structure that will be put to good use in the years to come. We are much indebted not only to the help received from the M.B.T.A. and the many others out-

side of our Society as heretofore mentioned, but to Public Trustee Richard Berenson for his valuable guidance and to Museum Trustees, George Sanborn who masterminded much of the project and Mike Lennon who supervised the technical aspects of it.

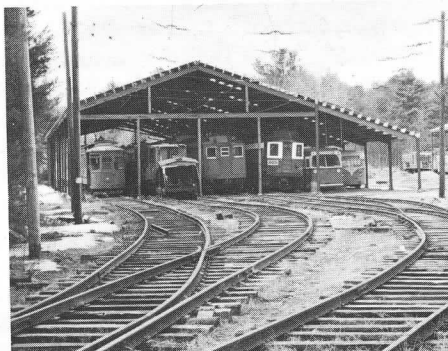
CAR BARN PROGRAM 1975



Fairview Barn "Before" - Note only two tracks in place and the trackless and other motor vehicles stored in the other two track areas. Clapp photo.



Fairview today presents a much more finished aspect. Note that streetcars have displaced busses and now occupy all four track spaces in our latest Butler Grove barn. Brilliant photo.



Central Barn with the Lean-to on the North side. Note the trackless trolleys stored under this latest addition to Central Barn. Brilliant photo.

Late in 1974, a substantial investment in car barn materials was made with the ordering of steel, lumber, and aluminum for additions to both Central and Fairview barns. This investment, which amounted to \$17,000, was made at that time in order to obtain as much car barn material as we could reasonably afford before the inflationary trend in building materials lessened the buying power of our dollars even further. Paying for this material meant that our cash position during the spring of 1975 was tight until the summer earnings started to come in, but we were assured of continued progress on the car barn program regardless of 1975 earnings.

In the late winter and early spring of 1975, all of the steel which had been purchased was erected with the aid of crane #3246. This included the framing for the front 40 feet of Fairview barn and for a 22 foot wide lean-to on the north side of Central barn. During the remainder of the year, as volunteer crews were available, the roof purlins were set in place, braced, and the aluminum roof covering applied to both the Fairview extension and the Central lean-to. Still on hand and to be applied during 1976 are lumber and aluminum for the sides and rear of Central barn.

As a result of these additions, during the winter of 1975-1976 for the first time we had over 100 pieces of equipment, 107 to be exact, under the cover of at least a roof. Ten car spaces were added to Fairview barn by the construction of the two tracks in the north half of the barn during the fall plus the erection of the front 40 feet of roof, and fifteen rubber-tired vehicles, some of which had been previously stored in Fairview, were moved into the new Central lean-to.

The accomplishments of our on-going barn program represent another step towards eventual covered storage for all revenue passenger trolley cars at Seashore, a goal long sought after by the museum. 1975 also saw a great improvement in the displays at Highwood Barn, due to the efforts of George Burdick and crew. He now is further upgrading and protecting the Highwood display

barn with the installation of a dry sprinkler system, using materials salvaged from a plant in Hudson, Mass.

Looking over our carbarn facilities, here is a brief summary of buildings erected in the nearly 20 years of barn building.

SOUTH BOSTON

Three tracks, 6 car capacity. 1½ years under construction. Approximately 40' x 90'. The first building built specifically for streetcar storage.

RIVERSIDE

40' x 201' with 2 bay leanto on South side. Built in several stages from 1960 to 1963. First building to have roof trusses built on the ground and hoisted into place. 2 tracks, 12 cars in current configuration.

HIGHWOOD

50' x 215'. 3 tracks, 15 car capacity. First barn to be framed to its full length initially. Mixture of outside and Seashore labor. Built during 1965-66. Since upgraded to an exhibit barn with paved walkways, displays, extra lighting, etc. First building in "Butler Grove" area.

CENTRAL BARN

50' x 240'. 4 tracks, 20 car capacity, plus lean-to for rubber tired vehicles initially. Front section completed '71 - '72, lean-to added in 1975. First 4-track barn, as well as first to use pre-engineered construction like that used on Town House Shops a year earlier.

FAIRVIEW

50' x 140' first section, ultimate length 240'. Begun in '72/'73 winter. Front section erected in 1975. 4 tracks, 24 cars. Track completed into the building during 1975. Siding and doors remain to be built, as well as Front 100'.

Seashore has made impressive gains in providing covered car storage, yet considerable time and money must be spent to close in some of the barns to provide complete protection from the weather. This has to be an on-going effort and must have the continued support of members and friends.

1975 TRACK PROGRAM

Unlike the track programs of 1973 and 1974 which concentrated on improving the riding qualities of the main line, the 1975 program placed greater emphasis on construction and reconstruction.

The half mile of track on the main line which had been upgraded over the preceding two years underwent a considerable amount of ballast dressing and joint work plus a number of miscellaneous items including the replacement of several defective rails. Henceforth any work on this portion of our trackage will be of the maintenance variety unless a general upgrading of the rail takes place.

Prior to the operating season, the first of the year's two reconstruction projects took place. The north loop turnout was completely replaced; the gravel ballasted #4 turnout of 105 lb/yd Dudley rail was superseded by a #6

of 85 lb/yd ASCE rail laid in crushed stone. This has resulted in more flexibility for the operating department, as anything we own can now use the loop track.

During the summer the south lead to the Riverside Car barn was torn out and the track completely replaced. This work was undertaken due to the extreme deterioration of the ties and the need for the light 56 lb/yd rail for subsequent construction elsewhere. About 150 feet of this trackage was replaced using new and relay ties, 80 lb/yd relay rail and crushed stone ballast.

The second half of the yard trackage at Fairview Car barn was opened to service on a limited basis. Track 3 and 4 were constructed, including most of the ballasting and surfacing, but some work remains to be done before we can call the project complete.

OVERHEAD WIRE DEPARTMENT 1975

The focal point of overhead trolley wire construction in 1975 was the near completion of the first segment of the trackless trolley line. With the necessary poles, spans, and hardware erected over the past three years, the positive and negative trolley wires were able to be put in place. This was done with quite a bit of 'extra' work involved because the wires were in short pieces of 75' to 100' in length. All the wire had to be spliced on the ground before it could be installed as part of the overhead. Putting this up led to some problems because of the groove and splices twisting, so caution was exercised. All that remains is to straighten the few canted splices and the first segment of the line will be ready for a coach. A coach will be run in 1976 and some modifications to the overhead made, such as installing a passing siding and Wye turnaround facility in the gift shop parking lot.

Although this is new construction, most of the overhead material has some historical significance. The 2/0 grooved positive and negative trolley wire, purchased from the MBTA, was last used in the Bennett Street car barn yard of the MBTA. One of the curve segments comes from Cornwall, Ontario, Canada, and the trolley contactor at the bracket arm in back of South Boston barn actuated two Cheatham electric trolley switches outside of the old Revere carhouse of the MTA.

Presently, we have approximately 1,000' of trackless trolley double wire in the air with five coaches. Pole construction is of wood and the overhead design utilizes the practices of as many companies as possible to fit our needs. As our street and roadway system develops, the trackless trolley line will be extended over them.

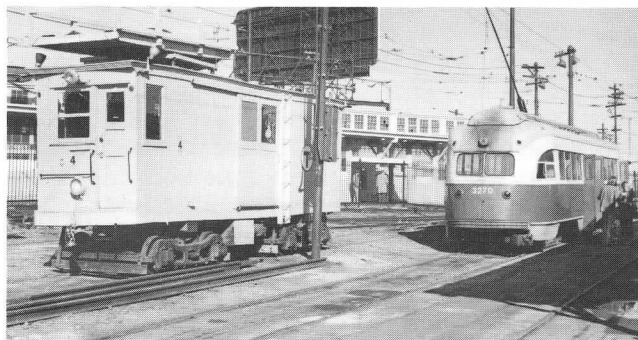
Overhead construction on Fairview yard got a small start by installing a trolley frog, section insulator, feed tap, and trolley wire over the lead to the first switch entering Fairview. The wire was deadended on the same pole as the trackless trolley wire is, and another back guy and anchor was installed. Seven wood poles were selected from the pole pile and moved to Fairview where one pole was set. Back guy anchors were installed with the use of a power shovel, saving much time and energy. Erection of poles, spans, and trolley wire will be of the highest priority in 1976.

In 1975, as in 1974, changes in track necessitated changes in the overhead trolley wire. The north switch of the Arlington Heights loop was rebuilt thus making the trolley frog out of alignment. This was corrected by installing a new frog and repositioning the trolley wire and removing the old frog.

A major setback was the motors of line car S-71 burning out, rendering the car useless. S-71 was our mainstay for linework because of its rotating tower and with the car out of commission, we looked towards our next viable alternative, line car No. 4. In 1974, No. 4 had the tower raising mechanism from former line car No. 108 removed and installed in it. This had one drawback, however, the platform did not rotate. So our shop crew put in a new raising mechanism and rotating platform last year and it greatly enhanced the working capabilities of the car.

A highlight of 1975 was No. 4 being leased, once again, to the MBTA for work on the Green Line overhead conversion from trolley pole current collection to trolley pole AND pantograph current collection for the new Light Rail Vehicles. When the car was brought to Boston, it was given a reconditioning at the Watertown carhouse and painted yellow.

We were delighted, of course, to loan the car to the MBTA, thus proving that our trolley museum cannot only preserve the past, but help in the present to build for the future.



Seashore's No. 4 Line car is once again on loan to the MBTA to assist in their wire program for the new LRV's. No. 4 is pictured here at Lechmere Terminal, shortly after being delivered to the "T". Brilliant photo.

The 1975 shop season can be considered extremely successful by many different measures ranging from making operable the Museum's original car to the 25 other cars which received attention in Town House Shops.

During the 11 week summer shop season, there were eight employees for seven or more weeks in addition to John P. Edgar who came again from England as a visiting consultant. One man remained on until the end of December. The total number of paid man hours worked was 3862½ during the main part of the season with another 627½ in the post season.

There was a good mixture of volunteer and paid people working in the shop. Over 52 volunteer members and friends lent a hand from a few hours to two weeks at a time. There are too many to list individually here, but their contributions of time and effort helped to increase productivity, and are much appreciated.

The primary task of the shop at present is to restore and maintain in operating condition a fleet of rolling stock for passenger service as well as the work equipment required to support the passenger operation. Unfortunately time and space do not allow us to work on cars intended for exhibit purposes until the revenue fleet is increased. The situation is such that out of 68 cars which are potentially suitable for passenger operation, there are now only three that can be considered in first class overall condition: Connecticut Open 838, Sydney 1700, and Negasaki 134. All of the other cars suffer to varying degrees from the effects of deferred maintenance by their former owners or exposure to the Maine climate.

The shop has set out to increase the number of operable cars in top condition. The goal is trouble-free performance which requires periodic inspections and overhauls as needed. In 1975 eight cars received inspection and maintenance. Two other cars were given a thorough electrical and mechanical overhaul. This included removing the trucks, pulling the motors, disassembling and cleaning them, rustproofing the armature banding, and painting with insulating paint, checking all the bearings and truck parts, rebabbiting bearings if necessary, repacking those bearings not done before, checking the car's air system, and testing the air tanks and governors. This type of preventative maintenance has substantially improved the overall dependability of the revenue fleet. Maintaining the car bodies in first class condition, however, is more difficult due to the high humidity which causes deterioration of sash, doors, and car interiors quite rapidly.

Major Projects.

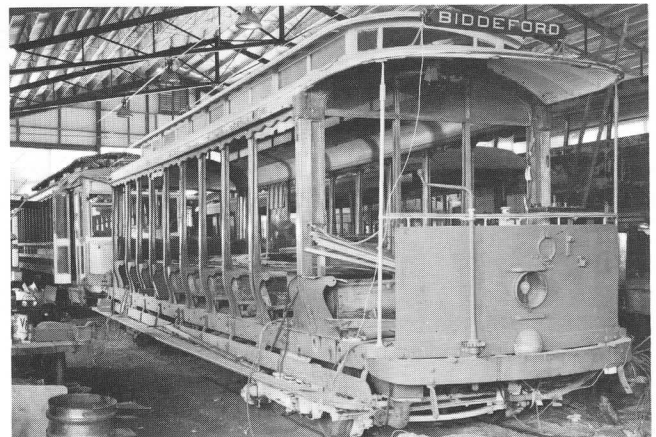
Oshawa Locomotive 300. In the fall of 1974 a traction motor failure was traced to a grounded interpole field coil. It was necessary to pull the truck and remove the offending motor. All the interpole coils were found to need rewinding. This was done to the other motor in the truck as well. Both air compressors were removed for complete overhaul. Following reassembly of the various parts, the locomotive was tried and pronounced cured until a humid spell and condensation in the same motor resulted in a repeat of the original failure. This time the coils were dipped in insulating varnish and

baked in addition to being rewound. No further trouble has been encountered.

Connecticut Open 838. Repainting of the body was completed, and the seat backs were stripped and refinished in the natural alternating cherry and ash. Many hours were spent with paint remover, air sanders, and varnish. The body exterior was then sprayed with the traditional Connecticut yellow over the masked out red lettering and striping.

Biddeford & Saco 31. A concentrated effort was made to have this car ready for dedication at Members' Day in October. Old paint and varnish were stripped to reveal the original colors of deep red and cream in preparation for the final spray painting. At the same time a gearing defect was corrected in one motor. One of the dashers was replaced, new running boards, floor striping, and moulding for the headlining were made. The remaining small detail work will be completed in 1976.

Boston 396. In the restoration work done 13 years ago for the Columbia Pictures movie, "The Cardinal," there was no time to repair the roof or strip the exterior. In 1975, the roof canvas was replaced, and the body exterior was completely stripped and primed. Beneath the latter day green and white paint was discovered the original deep maroon and white livery with aluminum lettering and striping. The car will be repainted in the earlier color scheme. The trucks and motors will be overhauled.



Biddeford & Saco No. 31 "before", undergoing restoration in Town House shops. Brilliant photo.

Claremont Line Car 4. The fixed roof platform installed in 1969 by the MBTA was replaced by a movable platform which can be turned as well as raised and lowered. The windlass mechanism from PD&Y 108 and hardware acquired from the Branford Trolley Museum were employed in the construction which was completed just in time for the car to be shipped off to Boston for its second sojourn on the MBTA's Green Line.

Crane 3246. A new bronze worm gear was installed in the boom raising mechanism. The replacement gear was made by American Hoist & Derrick Company of Bay City, Michigan, successors to Industrial Works who built the car in 1916 for the Boston Elevated Railway. The winch cables were replaced with new material, and the switch box and brake valve at one end of the car were rebuilt for safer operation.

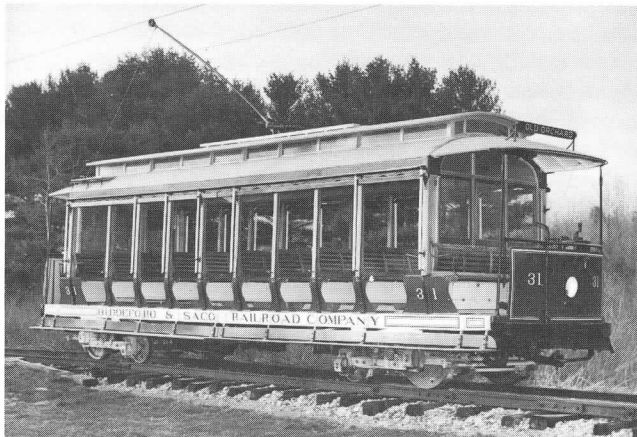
West End 724. The anticipated use of this car in a bicentennial display in Boston failed to materialize. It was decided to continue the work, which was begun prior to the cancellation of the display project, with volunteer labor. The interior was cleared of the rail grinding equipment, and the vestibule enclosures were removed. The car will be returned to its original open platform configuration. New crown pieces and platform knees were made and installed, and a new interior floor was laid. Material is on hand to continue this restoration in 1976.

Other cars which received significant attention by the shop force were P&WCT 62, Chicago 225, Connecticut Opens 303 and 1391, Walter Rail Truck 1425, Sydney 1700, Side Dump 3622, and Line Car S-71.

Shop Equipment Improvements. A start was made on the installation of proper lighting in the pit. A wood bannister salvaged from Sullivan Square Station in Boston was installed on the inside stairway. The interior sash of the loft were glazed and painted. New directional signs for the visiting public were put up in and around the shop.

A continuing program of tool acquisition has been in progress to improve efficiency and save time. This past year the following major items were acquired and placed in service: a degreasing tank, two hydraulic pit jacks, a power hacksaw, a sandblast cabinet for small parts, a waste soaking tank, a blacksmith's forge, and an electric baking oven.

Future Plans. As more cars join the regular service



Biddeford & Saco No. 31 "after" - by comparison, now completely restored and ready for operation poses for her "builder's" photo on the loop. Brilliant photo.

fleet, it is hoped that attention can be given to the cars which will be utilized primarily as exhibits. In order to achieve this goal, it has become evident that there should be a year-round shop operation. This will require making the present building weather-proof, extending the concreted floor area in the main hall, and expanding the heatable portion of the shop. Additional space will be needed for the safe and proper use of the machinery now in operation. Provision should be made for the installation of the hydraulic car body hoists acquired in 1974 from the Homewood Shops in Pittsburgh, Pa.

In 1976 it is planned to complete the work on 31 and 396, and carry on the program of preventative maintenance together with mechanical and electrical overhaul and major restoration projects.

Donald G. Curry, Superintendent
Car Restoration & Maintenance

1975 SUMMARY OF VOLUNTEER PROJECTS

Liberty Bell Limited Car 1030 rolled out of Town House shops in September freshly painted and lettered in picador cream and mountain ash scarlet, looking much as it did in 1941 when the Lehigh Valley Transit Co. put the deluxe parlor car into highspeed service between Allentown and Philadelphia.

The car has been a volunteer project for more than 20 years with most work done by devoted fans from the Allentown area and elsewhere working a week or two each summer.

Besides the paint job, work on the car in 1975 included resheathing the car's pilot, reproducing the distinctive rear-door drumhead sign and cleaning out the car's interior, including removal of the car heaters that caused many fires among the Liberty Bell fleet. Coach seats which came from an Ex-Dayton and Troy interurban and were put in the car in 1949 when it was converted from parlor to coach service were removed in August and installed in Cedar Rapids & Iowa City 118 to replace its rather undistinguished-looking bus seats.

Six sofas and three chairs of the type that once filled 1030's interior were rounded up from storage around the property and, in October, were hauled to Allentown where a local furniture manufacturer will make duplicates and upholster them in rust-colored cloth with black simulated leather armrests.

Besides complete restoration of the interior, extensive work must be done on 1030's trucks, motors and wiring in order that the car can run under its own power for the first time since 1959. Where exterior restoration took many years of volunteer vacations and only \$1,000 or so worth of materials, the work remaining will be very expensive but can be accomplished in a relatively short period of time.



Lehigh Valley Transit No. 1030 (ex IRR 55) with the exterior resplendent in new paint resulting from a complete exterior restoration poses for the camera on the loop, complete with Superintendent of Passenger Operation Dick Perkins. Brilliant photo.

To make this possible, the Lehigh Valley Chapter of the National Railway Historical Society has mounted a fund-raising campaign in an effort to raise the nearly \$10,000 that will be required to make 1030 the museum's most stunning interurban attraction. The drive, which got under way in December, was organized by Tom Ruddell of Allentown, Pa., a Seashore member who has directed volunteer work on 1030 for many years.

With endorsement of the Seashore trustees, the chapter sent special appeals to the museum membership, to more than 2,500 NRHS members in a five-state area around Allentown and to the Lehigh County Historical Society. The chapter also appropriated

\$1,000 for the project, half of it to meet campaign expenses and the other half as a head start on the drive itself.

The campaign and the resulting completion of 1030 during 1976 will honor the memory of Howard P. Sell of Allentown, a well-known trolley historian who provided much assistance to the museum during the acquisition of 1030 in 1951. A dedication ceremony, including the unveiling of a plaque honoring Howard Sell, is planned for Member's Day in October.

As this Annual Report goes to press, the response to the drive has been very encouraging, with Seashore members, people from the Allentown area and "friends of 1030" everywhere contributing more than \$5,000 toward the goal.



Lehigh Valley Transit No. 1030 in the final stages of exterior restoration. Tom Ruddell installing the air horns. Brilliante photo.

Another long-term restoration project that advanced was on the reconstruction of Wheeling, West Virginia, Curvedside No. 39. In 1974, the total rebuilding of the car had been initiated, following closely procedures illustrated in builders photos from the Cincinnati Car Company. The year 1975 saw completion of the first rebuilt side of the car, hot riveted together from virtually all new components. The new side, mounted on a jig, now stands ready to be joined to the car. The next step is to rebuild the first end platform, then to turn the car and start work on the second side and platform. When completed, the car will be the most thoroughly rebuilt car in any museum.

While in the strict sense outside the realm of volunteer restoration the upgrading of Claremont, N.H. Line Car No. 4 was coordinated by our volunteers. MBTA requested the loan of this car for use in a program to convert all streetcar system overhead to accommodate the pantographs that will be used as current collectors on the new light rail vehicles. Because their line car must be used for normal wire maintenance on a daily basis a second car was vital. Seashore agreed and the car went to Boston for the second time. No. 4 was previously used by MBTA when its line car was badly damaged in a collision. During the summer our shop forces built a new tower platform. MBTA build special fold-down detachable safety railings which provide either a four-foot or two-foot safety height around the platform, depending upon whether the car is used beneath normal height wire or within the low clearances of the Central Subway. Other work included a combination of canvas replacement and installation of a large section of rubber flooring material on the roof. The light circuits

were repaired and the car given a new lightning arrestor. Finally, the exterior was thoroughly scraped down, primed and painted in MBTA's attractive safety yellow work car paint scheme. The car will remain in Boston for up to two years.

Our only other line car, Eastern Mass. St. Ry. No. S-71 had been out of service with a defective motor. MBTA therefore offered to repair both motors as required so that this car could give us dependable service during the prolonged absence of No. 4. Inspection of the car's ancient GE-67 motors revealed that both required extensive rehabilitation. One, which required somewhat less work, was completely rebuilt at MBTA's Everett Shops while the armature from the other was sent to an outside motor rebuilding firm for additional work. On both, the motor cases were stripped of wiring and sandblasted. This revealed numerous cracks which were then welded. Field coils were re-wrapped and all-new band wiring installed. Brush holders were overhauled, new covers and cover springs were fabricated. One armature was baked, dipped, turned, the commutator undercut with some banding replaced. The first rebuilt motor was reassembled, packed, lubricated and tested, and has been returned to Town House Shop for replacement in the truck. Inspection of this motor by our own people revealed a very high degree of craftsmanship employed by MBTA's Motor Shop. This work will give the motors many more years of service.

Ottawa Sweeper B-2 continued towards its completion. New matchboard was milled and placed on both ends, followed by installation of rebuilt headlights from Philadelphia sweepers. One coupler was re-welded. New wood on the car was painted along with couplers, all metal pieces associated with the brooms and one painted side of the truck, with all surfaces thoroughly prepared and primed prior to application of the finish coat. Electrical work included repairs to light circuits so that they all now work, controller alterations and another bank of grids installed. Prior to the start of cold weather re-lettering of the car began.

Another car that saw further upgrading was MBTA Snow Plow No. 5154. An involved job of removing and replacing an end window post was completed, together with adding a new section of beltrail. Three new signboxes were built and more windows were reglazed.

Our Australian car, Sydney No. 1700, has been receiving considerable mechanical and control work. The brakestands, which had opposite apply and release positions from all our other cars, have been standardized to prevent accidents. Gradual upgrading of this interesting and unusual car, which is in fine overall condition, will allow it to be placed in passenger service.

MBTA PCC car No. 3019 became operational during the year following completion of control and gang switch rewiring. The door engines and rods were reinstalled and cracked safety glass in doors and sash was replaced to improve the appearance of the car.

Portsmouth Dover & York Mail Car No. 108 became an example of what often occurs in volunteer restoration done over an extended period. Standards tend to rise as work progresses. Previously the platform knees had been cut back and new sections spliced to what remained of the old ones. However the car's sponsor subsequently decided to make and install completely new knees, which was done in 1975. Following this the inside vestibule platform was re-decked.

Many hours of volunteer labor are being corralled under the auspices of our director of exhibits, whose cars on display are now spread between Highwood and Riverside barns. During 1975 the most visible changes came to all three Montreal & Southern Counties interurban cars. Express Car 504, which in 1974 received matchboard side repairs to both ends and one side had similar work done on its remaining and more deteriorated side. In addition to presenting a very acceptable appearance this car's interior is serving very well as an exhibit area.

Both M&SC passenger cars, Wood No. 610 and Steel No. 621 were extensively gone over with all surfaces sanded and cleaned followed by spray painting. While No. 610 requires some sash and post work at both ends the result is well worthwhile and makes the car an attractive exhibit prior to this necessary carpentry work being undertaken.

As mentioned earlier the coach seats in LVT 1030 became surplus because of its impending conversion to a parlor car. Our other hi-speed interurban car, Crandic No. 118, had lost its original Cincinnati & Lake Erie interurban coach seats through a Crandic modernization program which resulted in the car having contemporary Heywood-Wakefield transit seating. Therefore it was decided to install the seats from 1030 (which had originally come from a Dayton & Troy lightweight interurban car) in No. 118. The job was completed except for two seats that must be rebuilt and the interior appearance of No. 118 has been greatly upgraded. Meanwhile, mechanical work was done including a thorough going over of its compressor and an analysis made to determine future mechanical needs, which will center on truck rebuilding. Most of the time the car was also on display in Highwood barn, making trips to Town House Shops as required for the work that was undertaken.

Other cars that received lesser amounts of attention while on exhibit were Glasgow double-decker 1274, New Bedford Mail Car 34, Providence Snow Plow 16, Berlin 3412, Pittsburgh 1440 and CA&E 434. A seemingly routine wipe-down proved to be a mighty task as the Glasgow car was cleaned of over a decade of dirt accumulation so as to make it presentable to the public. The interior was also cleared of stored material and repairs made to the light circuits. Motor work was begun on our oldest car, No. 34, which was flooded with salt water while in storage in Pope's Island Carhouse in New Bedford during the 1938 hurricane. Investigation is also being made into the possibility of establishing an official railway postoffice cancellation for this car.

Providence Plow No. 16 is gradually being sanded down and will have matchboard siding repaired as required prior to repainting. Various mechanical repairs are also being accomplished. Pittsburgh PCC No. 1440 was extensively touched up. Lastly the light circuits in Berlin No. 3412 and the heater circuits on CA&E Steel Interurban No. 434 were repaired.

Progress was somewhat slowed down on both Baltimore Peter Witt No. 6144 and Johnstown trackless trolley No. 713, but more interior painting was done on both vehicles.

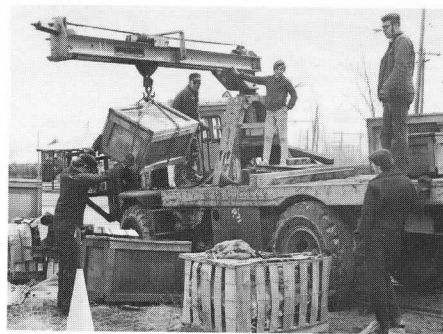
In keeping with our policy of maintaining work equipment, partially rotted trolley boards were completely replaced on our much used Oshawa locomotive No. 300.

ACQUISITIONS DURING 1975

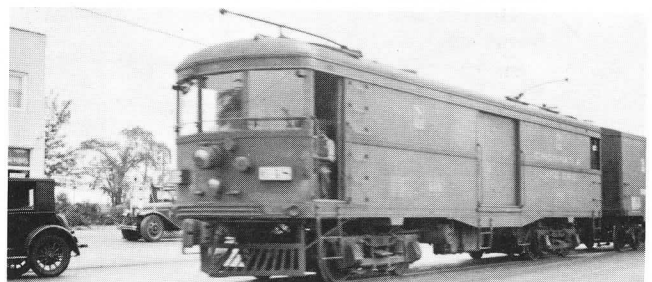
Acquisitions were quite limited during the year comprising one work car, a small maintenance of way car and a motor bus, all from the Boston area. Differential side dump car 3622 was obtained from MBTA. This car, which was built in 1929, had been used on MBTA's East Boston-Revere rapid transit line until recently declared surplus. Goldschmidt automatic rail grinder 0517 became available from MBTA's Everett-Forest Hills rapid transit line, and was obtained because its equipment is interchangeable with that on our similar unit, No. 3234, obtained many years ago.

The Vintage motor bus that joined the fleet is an unnumbered 28-seat bus built in 1924 by Graham Brothers of Detroit. It was operated in school bus service in Wayland, Massachusetts by a private individual. Although used in school service it is a transit bus and is typical of many early era buses used by street railways for light feeder lines connecting with streetcars. When retired from service the owner felt that it was too good to relegate to the junk man so in typical New England fashion he merely stored it in the back of his barn. Unfortunately it was evicted from its inside storage several years ago and has since become somewhat deteriorated. However it is a rare find and will be an interesting exhibit when it is someday restored.

Although not precisely a 1975 acquisition, groundwork was laid for the eventual purchase of former Cincinnati & Lake Erie Box Motor #648 which had operated in its latter days as Tulsa Sapulpa-Union's #202. Restored and repainted in C & LE paint scheme and lettering, it will be a handsome addition to our roster, representing the freight carrying aspect of mid-west traction lines that once served the leading industrial centers of Indiana, Ohio & Michigan with fast overnight service. Title was finally obtained to #648 in early '76 and the campaign currently underway to get it to Seashore by early summer so that work can be started on it.



Two of our most valuable and useful motor vehicles acquired in 1975 are the Walters Rail Trucks. Their usefulness is well demonstrated in this view of material being moved by our "Maintenance Crew" of Paul and Jack Murray, Mike Simmonds and Karl Johnson. Brilliant photo.



Cincinnati & Lake Erie No. 648 as it originally looked in its bright red with gold leaf striping and lettering. Seashore now owns the car and is in need of additional funds to be able to move the car to Maine from Tulsa this summer, so restoration can begin.

PUBLIC RELATIONS

Our most notable success in publicity has been our public service announcements on some twenty New England TV stations, a few in New York, and one in Philadelphia. These are short films shown along with commercials. Ours were produced by Ed Dooks and Henry Brainerd, distributed by Mike Horn of Blair Radio.

Three Seashore members took part in the Newsprobe program of WTAF-TV, Philadelphia, arranged by Bob Barrett. WCVB-TV, Boston carried a film of Seashore on their "Outlook New England" program. Video-cassettes of these programs are available for broadcast showing. We have had some publicity on radio but could do better if we had more volunteers to contact the stations.

For charter bus parties Carl Smith has been the principal promoter. Also, one operator, the Plymouth and Brockton Street Railway, mentions Seashore in their folder on charter trips.

Newspaper publicity is handled by Murray Cott in Maine, George Sanborn, Carl Smith and Fred Bunker in greater Boston.

Large scale mail distribution of flyers is the work of George Braun. Many members distribute flyers in person.

Several members have given slide talks on Seashore at historical societies, schools, boy and girl scouts, and senior citizen groups. The importance of trolley cars in our social history needs emphasis. When we were becoming a nation of city dwellers the horse and carriage was a luxury. The trolley gave the average citizen a quantum jump in mobility, even greater than the added mobility brought by the automobile a generation later. It made spectator sports and suburban living possible. Henry Brainerd has conveyed this message to classes in two colleges and in one published article.

We still need more public relations volunteers to spread the word about Seashore and to make our effort more effective through needed basic work. Contact the Museum Director for details.

Seashore, in cooperation with "The School Around Us," handles crowds of people attending the May Concert at Meserve's crossing. This has become an annual event and utilizes four to six cars for operation during the Sunday afternoon performance. Brilliant photo.



THE NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

Seashore Trolley Museum

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 Maine League of Historical Societies & Museums
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**1974 - 1975
Comparative Balance Sheet**

Assets	1974	1975
Cash	14,119.19	28,498.15
Inventories	36,936.05	50,044.58
Investment in Corporate Stock	837.20	837.20
Land and Improvements	25,318.12	18,330.98
Exhibits	130,201.69	137,528.55
Track and Wire	64,784.65	72,059.50
Buildings	137,961.73	151,025.35
Power Plants	23,363.75	23,363.75
Equipment	<u>42,396.02</u>	<u>45,111.09</u>
Total	475,940.40	526,799.15
Liabilities		
Notes Payable	—	—
Net Worth	<u>475,940.40</u>	<u>526,799.15</u>
Total	475,940.40	526,799.15
Utilization of Income		
Operation of Museum	68,173.77	61,754.60
Development of Museum	<u>18,082.94</u>	<u>30,893.26</u>
Total Expense	86,256.71	92,647.86
Increase in Working Capital	<u>3,442.71</u>	<u>20,783.94</u>
Total Income for the Year	<u>89,699.42</u>	<u>113,431.80</u>
Comparison of Income		
Unrestricted Donations		
Admissions (Rides)	40,140.53	51,489.35
Fare Boxes	1,675.58	1,684.43
Gifts and Grants	<u>300.00</u>	<u>5,285.31</u>
Total	<u>42,116.11</u>	<u>58,459.09</u>
Restricted Donations		
Museum Construction	6,057.80	4,921.26
Exhibits	5,942.41	5,879.61
Other	<u>11,173.87</u>	<u>13,851.87</u>
Total	<u>23,174.08</u>	<u>24,652.74</u>
Total Donations	<u>65,290.19</u>	<u>83,111.83</u>
Gift Shop		
Sales	48,048.85	49,451.98
Less Cost of Operation	<u>32,421.63</u>	<u>39,290.23</u>
Net Income	15,627.22	10,161.75
Other Income		
Dues	7,137.50	8,984.70
Refunds, Reimbursements	41.16	2,145.50
Interest and Dividends	202.11	474.13
Sale of Assets	<u>1,401.24</u>	<u>8,553.89</u>
Total	<u>8,782.01</u>	<u>20,158.22</u>
Total Income	<u>89,699.42</u>	<u>113,431.80</u>

