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Meanwhile, the McKie Lighter, having completed what would be its final unloading for Seashore, heads back to its Fort Point Channel home facing an uncertain future as container shipment with its giant stacker crane terminals would in coming years take over handling most freight.

After this shot I ran out of film so couldn't cover the small ceremony at the BOAC freight facility. My Recollection is that BOAC station managers flanked by Scottish bagpipers made brief remarks praising saving this item of British history.

The rig stayed there overnight then headed north for the 80 miles to Seashore, but following a convoluted path which took days to cover before Glasgow Corporation Coronation class tram 1274 would reach its new home.

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The weekend before Glasgow Corporation Coronation class 1274 arrived in Maine a near hurricane wind and rain storm battered New England. Kenmore Station on Boston's Green Line flooded and press reports showed PCCs in water up to their letterboards. In Maine Ted Santarelli and I were nearly the only ones on the property and preparations needed to be made for 1274's arrival, mainly to build four tie piles so a rail could be slid under the car fore and aft to allow the trailer to pull out, then the trucks to be rolled under. Finally, Ted and I realized the rain would not let up so we built the piles, getting soaked to the bone!

In this view the remains of the tie piles surround the fully unloaded car. Power was soon put to the car and everything functioned, We ran it back and forth on the Bunkhouse track, but no further. Glasgow's track gauge is 4' 7½ inches, one inch narrower than standard. The very narrow Glasgow treads led to many falling-in derailments as it ventured to Riverside. The car needs a rather tricky regauging to run at Seashore.

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Boston Cambridge Tunnel (Red Line) subway car 0719 was the first Boston rapid transit car to come to Seashore. A Seashore member with strong Boston & Maine Railroad connections arranged for the car to be brought to Maine in a special move on its own wheels between a diesel and a caboose. Sidings then existed at Kennebunk Station and the car was set off there.

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A crane from Merrill of Portland came to lift one end of the 0719 onto a trailer then the other end on a dolly so the rig could be driven to Seashore. The car was too big to fit on Seashore's Highway Monster.

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The carbody is lifted by the crane and the trailer driven backwards to position the dolly under the second truck.

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Not everything works the first time. Some additional rigging would be needed to keep the dolly level.

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Corners were a challenge, but the rig made it without incident.

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Seashore's first Boston rapid transit car, Cambridge Tunnel 0719, arrives at the Museum.

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Merrill's crane is set up next to Shop 1 and the rig will soon pull under the crane to reverse the process. Trolley poles would soon be added to make 0719 operable.

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Some time later Long Island Railroad commuter car 4137 came by a similar method but required two cranes given its size and weight.



In 1963 the production company of famed director Otto Preminger approached the MTA in Boston to see if they had a historic trolley that could be used in a film about a Boston Cardinal. The MTA directed them to Seashore. The main issue was that it was mid-winter and roads were not plowed. But it turned out that Boston 396, a 25-foot box car still in its later work car configuration, was at the front of South Boston so it was dug out without too much difficulty. It was taken to the MTA's Everett Shops where it was transformed inside and out to the era needed for the film. The question then was where to run it for the movie shoot. The Green Lines in Boston carry very heavy passenger loads so shutting down a line for the shoot was out of the question. It turned out that when the Cambridge streetcar lines were converted to trackless trolley in 1958, Cambridge and Watertown quickly removed the track, but Belmont did not. There was a very nice residential stretch of the Waverly line intact and with trackless trolley wire overhead. The line department ran a ground wire from the overhead to the track to complete the circuit and 396 was equipped with a trackless trolley pole so it could reach the wire and all was in readiness.

This photo shows the newly restored 396 hiding in plain sight in trucker Keith Fulton's yard near Lechmere until the Sunday morning shoot. (Note the PCC on the Lechmere Viaduct at the right.)

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Seashore's Tom Brigham was the liaison for transport of Boston 396 and built this short but easily assembled and disassembled ramp. 396 navigated it flawlessly on this early Sunday morning on Belmont Street.

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Period autos supplemented the streetcar during the filming. Boston 25-foot box car 396 is heading inbound toward the camera.

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But for the double trolley wire and the long trolley pole on 396, this shot could have been made in 1915. Boston once had nearly 1300 cars of this design.

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But for the double trolley wire and the long trolley pole on 396, this shot could have been made in 1915. Boston once had nearly 1300 cars of this design.



This image being filmed shows a group of passengers boarding through 396's rear door while a period auto waits behind and while a horse drawn wagon passes in the opposite direction.

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When Preminger's crew started nailing a lighting platform to the side of 396, Lester Stephenson Jr., Seashore's liaison with the crew protested strongly, but the film crew stated it was in the contract. But at least they substituted C-clamps for nails where possible and the interior filming proceeded.

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With crews hanging on the outside 396 runs back up to the starting point for another interior shooting run.

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Otto Preminger stands on the front step of 396. Note the period lanterns put on the car's dasher for the day. (FP)



When the shooting was complete in early afternoon the buildup of traffic made further runs of 396 objectionable to the police. The shooting had only covered less than half of the remaining track. Danny Cohen, Kevin Farrell, and me (Jim Schantz) earlier in the day went up to Common Street where a crossover remained. We cleaned the switches to make them operable in hopes 396 would run the full length of remaining track and cross over to the other, but that was not to be. When the last shoot was finished 396 ran back down the street to the trailer and ramp (just out of sight). I had ducked into a convenience store and missed the ride, but at least got the only shot of 396 running in traffic.

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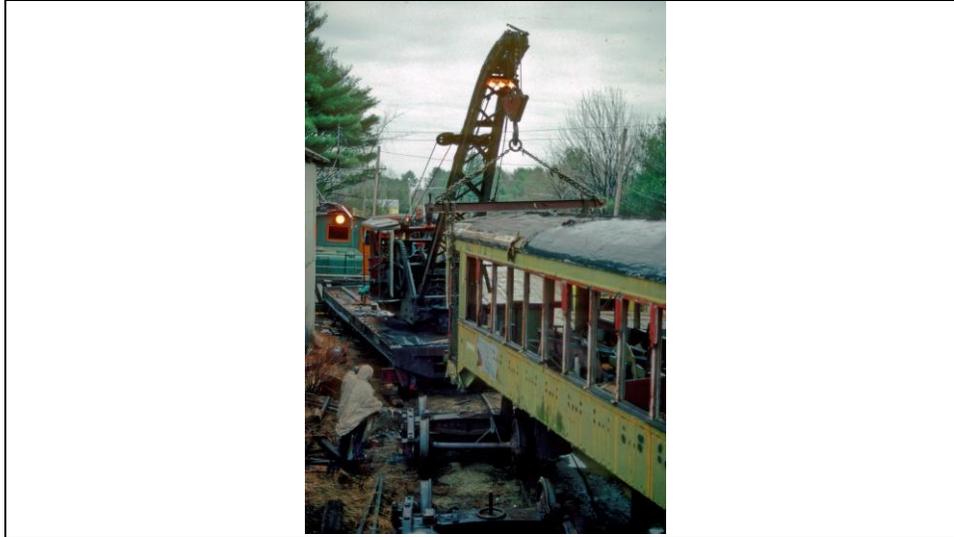


Back at Seashore 396, with its regular trolley pole back in place, posed on the newly completed Arlington Heights loop long before the Visitors Center would spring up behind the car.



On a dreary day a very dreary-looking New Orleans 966 arrived and was about to be lifted off the trailer onto a pair of shop trucks by both of Seashore's rail cranes. The 1924 Perley-Thomas car was retired in 1964 when the Canal Line closed and was obtained by a Birmingham AL group that had plans to preserve it. As those plans failed to advance, the car remained in a railroad yard and was severely vandalized.

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New Orleans 966 being swung onto shop trucks as the car's own trucks were for 5' 2½" gauge and would later be regauged to standard. The view through the window openings shows that virtually every piece of wood below the letterboard was gone. The car's restoration was a major success underwritten largely by Fred Maloney and the car glistens in Lowell where it operates on the National Park's line.

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For many years Seashore's formal shop program was focused on the 10 week school vacation period each summer. Donald Curry, a music teacher, would be hired as would some number of students. Here Donald (right) leads Cliff Brisch (left) and another student in rebuilding Biddeford & Saco 31's front platform.



Seashore's shop forces were always on the lookout for new tools and practices that would help restoration projects. Here Fred Perry uses a newly-acquired sandblasting system to remove rust and other material from a traction motor casing and gear case.

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Sandblasting could also be used on streetcar bodies to remove rust. Here Fred Perry blasts rust and paint from Montreal Tramways 2652.

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More sandblasting on Montreal 2652. The rectangular lavender and brown areas at the bottom of the sides show where I (Jim Schantz) had cut in and welded new pieces of steel. This is an advanced car featuring variable automatic control and high speed for Montreal's Lachine line.

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After all of the sandblasting and repairs were complete Russ Monroe, an auto body shop pro, sprayed the finish color on Montreal 2652.

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These two views in the shop show Fred Maloney attaching advertising racks to freshly painted Montreal 2652 and Tom Ruddell working on the aluminum rear dash on Lehigh Valley Transit *Liberty Bell* 1030.

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Two views of dash repairs under way on both ends of 1030, which connected Philadelphia with smaller cities to the north. The 1930 American Car and Foundry product was built for the Indiana Railroad who later sold it to Lehigh Valley Transit to offer parlor car service. The car is scheduled for further work as part of the capital program in the early 2020s.

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Baltimore Brill Semi-convertible 5748 receiving new side framing during an earlier period in the Shop. The car is a member of the current capital campaign which should lead to further restoration work.

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Philadelphia Suburban center door car 62, which was painted for final service on the line before it was sold to SEPTA, was popular at Seashore after regauging to standard gauge.

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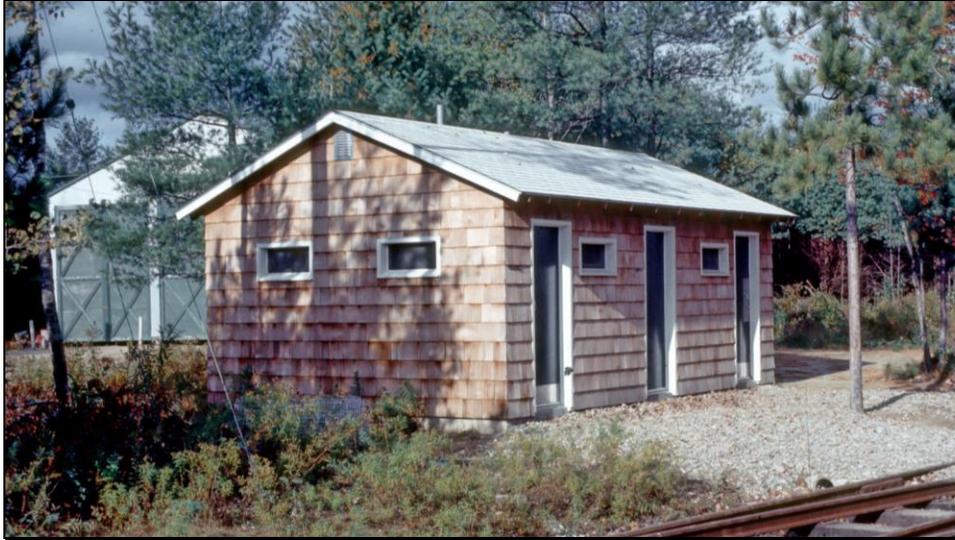
Pennsylvania broad gauge cars all converted to standard gauge at Seashore. From left to right Pittsburgh Railways PCC 1440, Philadelphia Suburban center door 62, and Philadelphia Rapid Transit Nearside 6618.

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From left to right Pittsburgh Railways PCC 1440, Philadelphia Suburban center door 62, and Philadelphia Rapid Transit Nearside 6618.

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This facility which contained women's and men's restrooms plus a shower in the center provided conveniences for both visitors and members unknown in Seashore's earlier history.



This is Sullivan Square station on Boston's Charlestown El (now relocated and renamed as the Orange line). There was a large storage facility for elevated trains at the back and right of the main structure. Streetcars came up into the station but beneath the El storage yard was a very large, abandoned surface line car barn. Inside two work streetcars had been forgotten and were almost stranded.

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With the Charlestown EL slated to come down it was time to act including using the tracks partially paved over in front.

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The cars were compressor cars 5055 and 5071, both converted from Type 2 passenger cars for supplying air to jackhammers and other pneumatic tools. The cars were last used to help build the Blue Line extension beyond Maverick in the early 1950s.



A Walter wrecker backed in, coupled the cars, then towed them to the front of Charlestown Neck Carhouse, from where each car would be taken individually to the nearby material yard where they could be loaded onto the Highway Monster.

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To clear a needed switch the cars had to be pulled onto the newly paved asphalt, thereby creating their own flangeway.