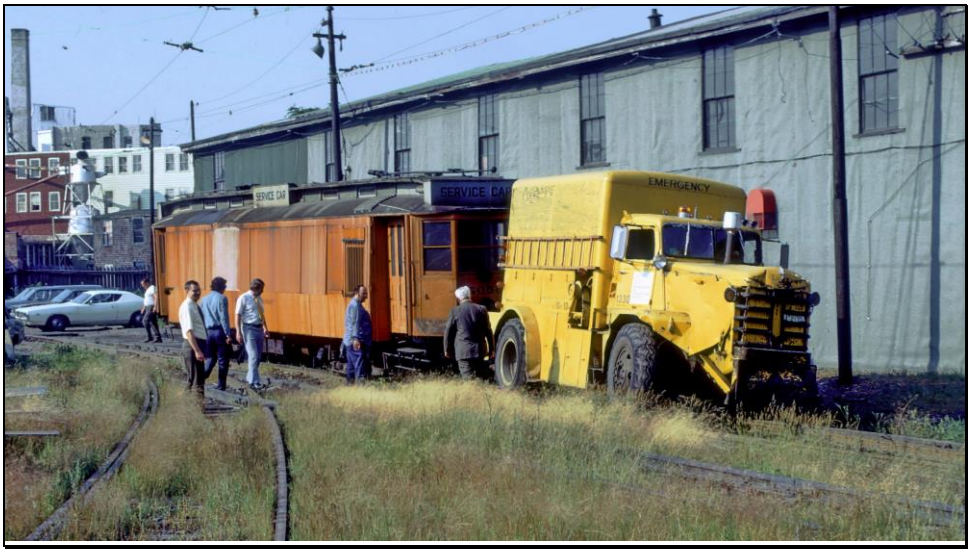
Slide 1

Next the Type 2 compressor cars were each towed down Beacham Street

Slide 2

At Arlington Avenue they joined an active track with overhead. Danny Cohen wanted to get the cars operational, feeling he could do so quickly, but the MTA officials favored continued towing.

Slide 3



In a scene familiar to Seashore volunteers, the first car derailed once it turned off the street.

Slide 4

The leading wheel fell between the rails as the Type 2s were equipped with narrow streetcar wheels while the work equipment in the material yard used wider railroad style wheels. The car was rerailed quickly and a different track was then used without incident.

Slide 5

Member Kevin Farrell opened an equipment box to check the condition for possible operation.

Slide 6

The second car awaits its turn in front of Charlestown Neck Carhouse. This area once featured a complete circle of track so cars could enter and turn around from multiple directions. Some of the curved rail is visible.

Slide 7

The Charlestown Neck Carhouse lead tracks show signs of streetcar use for the first time in about a decade and for the last time ever as plans advanced to demolish the entire facility.

Slide 8

Boston Type 2 compressor car 5071 arrives at Seashore on board the Highway Monster.

Slide 9

Advocate for Seashore's Type 2s Danny Cohen poses in front of the three cars after both of the cars from Charlestown Neck arrived. To the right is sister Type 2 5060 that had been obtained in the early 1950s. Kevin Farrell had lead efforts to remove its compressor equipment and start conversion back to passenger car status.

Slide 10

An early Seashore acquisition was Eastern Mass. St. Ry. Line car S-71 that had been based at Salem Street Carhouse for use on the Stoneham line on which Seashore's 4387 operated. Here Paul White, on the ladder, prepares a steel pole to support wire at the Museum entrance.

Slide 11

Extension of the main line north continued. Here Jack Murray operates the multiple tamper to force ballast beneath newly-laid ties.

Slide 12

Association of Railway Museums annual conferences in those days rotated among trolley museums. One year that Seashore hosted, Seashore's R. T. Lane invited local and visiting fellow museum people to his Kennebunk residence. From left: Fred Lonnes of Fox River Trolley Museum; Fred Maloney of Seashore; Dave Johnston of Western Railway Museum (and former employee in Seashore shop); Peter Hinkley of WRM; CC Clapp from Seashore speaking with a hidden participant; and (standing) John Coughlin of Seashore.

Slide 13

The Highway Monster trailer had served us well since its fabrication in the early 1950s and usually operated with Seashore' single axle Mack tractor. But in the 1960s running our own tractor became too expensive and rentals were generally available. The problem is that almost all rentals were two axle meaning a new gooseneck would be necessary to reach the fifth wheel. Mike Lennon arranged donation of an old gooseneck from Hallamore truckers in Massachusetts. It's shown in the left photo and the center right. Below the right hand image is the old gooseneck after being cut from the trailer.

Slide 14

The next task was to attach the gooseneck to the Monster. Engineer Ernie Brigham designed a connection based on many large steel plates. We ordered the steel then I (Jim Schantz) spent days welding it all in place. Here's the finished product comfortably coupled to a Hertz twin-screw tractor.

Slide 15

Fairview Carhouse takes shape at its initial size.

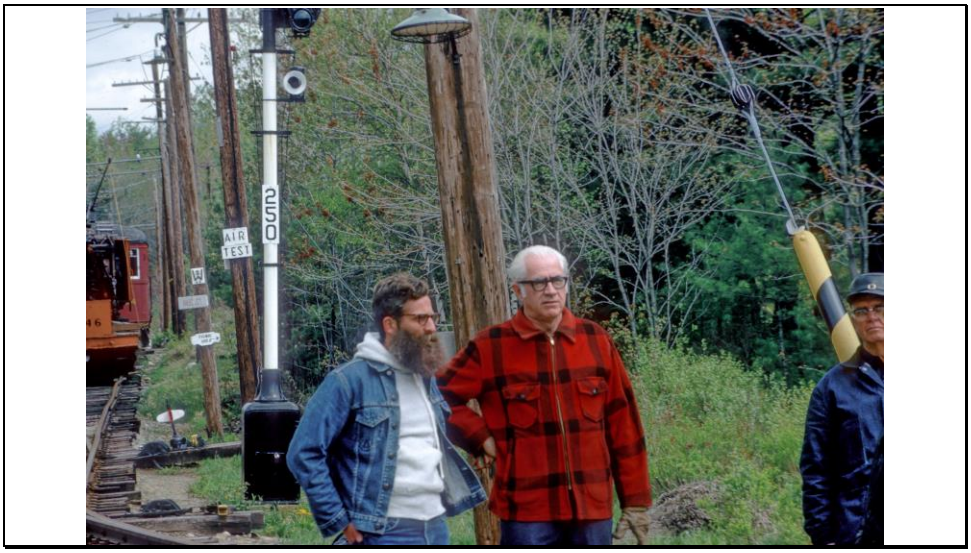
Slide 16

At a Seashore Annual Meeting Founder and President Ted Santarelli always maintained a dignified image. Here he discusses affairs of state with board member John Coughlin.

Slide 17

Another Annual Meeting shot captures Vice Chairman Ed Barry, Historian O.R. Cummings (back to camera), member Frank Cheney, and Chief Engineer Ernie Brigham conversing.

Slide 18



R. T. Lane (a.k.a. “Bushy”) with Bert McKay of McKay Boulevard fame. Irving Walker looks in at right.

Slide 19

Jim Tebbetts takes a picture of Jim Schantz who takes a picture of him.

Slide 20

Another Annual Meeting in the pre-Visitor Center era. From left: Neal McDonald (friend of Fred Perry); Danny Cohen; R.T. Lane; Mark Forman (looking left); Paul White (back to camera); and Bill Litant.