Slide 1

The MTA had two Differential bottom dump cars – 3617 and 3618. Seashore acquired 3617. The Pennsylvania Trolley Museum (Arden) wanted 3618. The only problem was that Arden's track is laid to Pennsylvania broad gauge, 5' 2½" so the 4' 8½" trucks under 3618 would not be much use to Arden but would be to Seashore. Arden had a suitable pair of broad gauge trucks. So Mike Lennon spearheaded bringing 3618 to Seashore to remove trucks then load the car body for its trip to the Pittsburgh area.

In this view of Seashore's shop Seashore's 3617 is on the pit at the left rear. Arden's 3618 is in the center and Boston crane 3246 is being positioned to lift one end of 3618.

Slide 2

Jim Tebbetts took Differential bottom dump car 3617 under his wing and de-rusted and primed it as shown here as a dump truck full of ballast is loaded in the car to be spread on the ever lengthening main line.

Slide 3

After Jim Tebbetts finished repainting Boston Differential bottom dump car 3617 it created a striking image.

Slide 4

While Seashore weekend volunteers were known for practically dawn to dust hard work, occasionally they would take a break --- in this case a Sunday brunch at a hotel that was located on Kennebunk Beach. From left to right Kelly Ford, Tom Ford, Danny Cohen, Bill Litant, Frank Welch, Mark Forman, Frank Cheney, Peter Folger (back to the camera), and Richard La Hart.

Slide 5

Two similar projects shown underway in the Donald G. Curry Town House Shop to rebuild the front platforms of open cars Connecticut 838 (left) and Biddeford & Saco 31.

Slide 6

A lineup in front of the site of the future Visitors Center shows three of Seashore's four Connecticut Company open cars, from left 838, 1391, and 303.

Slide 7

Nagasaki 134 sporting a new dash.

Slide 8

Another example of a group of volunteers moving the copper collector's booth this time into an under-construction shelter near the current site of Tower C.

Slide 9

The collector’s booth being used to sell tickets to a Maine Made May Day Music concert. Note how many attendees had come by bike.

Slide 10

Various musical groups performed on the stage in this view. Seating was casual!

Slide 11

The crowd of attendees gathered in what would become years later the Pumpkin Patch. Recreational odors wafted through the field of concert goers.

Slide 12

Chicaago Surface Lines 225 bringing a load of attendees to the Maine Made May Day Music concert.

Slide 13

Not everyone arrived by streetcar.

Slide 14

Facilities of rather primitive construction (but very similar to Seashore's earlier "Little River") were provided for the benefit of attendees.

Slide 15

A lineup of six cars to carry concertgoers at day's end. From left to right: Montreal 2052, Chicago 225, Dallas 434, Philadelphia Suburban 62, Connecticut 838, and Connecticut 1391.

Slide 16

A group of attendees manhandle a piano onto ramp car 3603, likely the first time the ramp car had ever transported a piano in its very long history.

Slide 17

At Association of Railway Museums conferences hosted by Seashore an area of emphasis was technical workshops. Here Fred Perry discusses use of a cutting torch as part of a metal working session.

Slide 18

Donald Curry leads an Association of Railway Museums workshop on woodworking, demonstrating use of a tenoner and mortiser in making window sash.

Slide 19

The gentleman at the center of this discussion was Edward J. Dana, known to many Boston transit enthusiasts as “the deity” because he had held the CEO position in the various organizational forms of the Boston transit system for an incredible 40 years – from 1919 to 1959. He could tell countless stories. He was a Seashore Public Trustee and was here to be featured speaker at the Association of Railway Museums conference.

Participating in this informal discussion were around the circle from left: O.R. Cummings, Karl Johnson, Dale Bregger, Donald Curry, Frank Cheney, and Michael Carroll.

Slide 20

After stints in New York and Toronto, this former Eastern Street Railway snow sweeper came to Seashore for conversion back to its Eastern Mass. configuration. Still wearing its Toronto colors and number S-31 the car was make operable by putting the standard gauge trucks from the bottom dump car 3618 that went to Arden. Here it's looking for deep enough snow to try sweeping with its brooms.

The car has since been put in the Eastern Mass yellow work livery and given its old number of P-601.

Slide 21

Sweeper S-31's quest for deep-enough snow found it at the Highwood lead grade crossing and the brooms are shown engaging the snow.

Slide 22

A gathering to celebrate the completion of interior work on Lehigh Valley Transit *Liberty Bell* 1030 in Highwood carhouse. The car is on the current capital campaign for more work leading, it is hoped to another scene like this in several years.

Slide 23

Two 1930 era high speed interurbans. CRANDIC 118 was built by the Cincinnati Car Company for the Cincinnati & Lake Erie interurban which subsequently sold some to CRANDIC and others to Lehigh Valley. 1030 was built by ACF for the Indiana Railroad then was sold to LVT to offer club service from Allentown to Philadelphia, running with 118's sister cars.

Slide 24

A group of satisfied members after riding on New Bedford electrified horse car after it had been out of service since being flooded in the 1938 Hurricane in New Bedford. From left to right: Frank Cheney, George Sanborn, Mike Lennon, O.R. Cummings, Brian Patton (visiting from the U.K.), Danny Cohen, Gerry O'Regan, and George Burdick. George Burdick made the car operational after considerable effort.

This concludes this series of photos. The last were taken in the summer of 1974 and I was some months later posted to Europe by my employer. For the next five years my visits to Seashore would be limited during brief trips home.