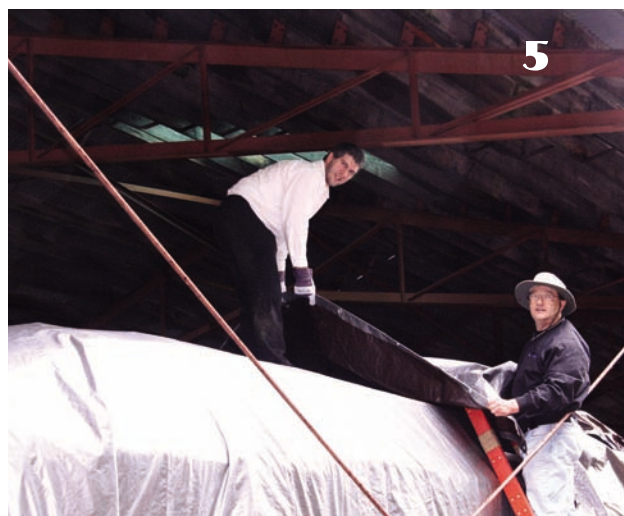




1. Clockwise from top left: Jim Shantz, Doug Carrier and Ed Dooks stand on the tracks of the Seashore Trolley Museum in Kennebunkport, Maine. 2. The exterior of the museum founded in 1939. 3. The rear of the museum leads out to the tracks where you can ride a trolley from May through October. 4&5. The inside and exterior of Lexington's Car 41.



# Car 41

## THE MINUTE-MEN TROLLEY

Part of the former Middlesex & Boston Street Railway that Operated in Lexington

By Laurie Atwater

Doug Carrier is enthusiastic about the future for Car 41. He's been leading the fundraising program to restore the trolley car for fourteen years and the fund is now \$72K strong with only about \$40K needed to get Car 41 ready to run once again

Carrier is a volunteer at the Seashore Trolley Museum in Kennebunkport, Maine. He has a special fondness for Car No. 41 because he spent his high school years in Lexington and graduated from Minuteman High School in 1996. And, he's pretty sure that his grandmother must have ridden in this very car when she lived in the area.

### A car with many lives

According to history gathered by Courier, Car 41 was built by the John Stephenson Car Company for the Lexington & Boston Street Railway (LBSR) in 1901. The LBSR was bought out by the Middlesex and Boston Railway in 1912 and No. 41 became part of its 250 car fleet where it ran the "Route of the Minute Men Trolley" because of it operated in Lexington, Bedford and Concord.

In 1930 Car No. 41 was pulled out of service and sold to a Mr. McGowan of Natick. He turned the car into a diner at the corner of Worcester Road and North Main Street. The diner served the people of the Boston & Worcester Air Line (a motor bus line). When the diner closed in the 1940s the car was converted into a salvage store.

Finally, on June 18, 1962, the car body was moved to the Seashore Trolley Museum in Maine. The museum is located on Log Cabin Road in Kennebunkport

and was founded in 1939. It is the oldest and largest electric railway museum in the world.

Car 41 is scheduled to move into the shop next year and begin the long process of restoration. During its stint as a diner in Natick, it suffered alterations that must be reversed. Specifically, the interior seating must be restored, the openings that were cut in to the main body (when it served as a diner) must be repaired and the original doors replaced. Otherwise the car is in excellent condition according to Carrier because it was stored under a tarp at the open end of a warehouse and not exposed to the elements.

The Trolley Museum's skilled restoration team will tackle the cosmetics and the complicated task of re-fabricating the running and control gears. Carrier is hoping that the car will be ready to roll along the tracks at the museum in five years and loves the idea of bring it to Lexington by flatbed for the April 19<sup>th</sup> parade once it is fully restored.

Carrier calls the various trolleys and busses scattered around the property "architecture that moves" and revels in their different shapes, designs and colors. The property around the museum houses hundreds of transit vehicles waiting to be sponsored into restoration.

Each bus or trolley is distinguished by its route: Lechmere via Highland, San Francisco Financial District, The Golden Gate Bridge and even Bastille Paris! The assortment of designs and colors are indeed amazing and each scheme distinguishes its area of origin.

That said, he and everyone at the museum is a transportation fanatic. Lexingtonian Ed Dooks and his wife Karen love the museum so much

they move to Kennebunkport from Lexington in the summer where they both volunteer at the museum.

Jim Shantz, President of the museum has had a lifelong interest in street railways. Shortly after moving to Boston at age twelve, he became active at the Seashore Trolley Museum in Kennebunkport, and has been involved for almost forty years. Jim has served on Seashore's board for more than twenty-five years, and has been Chairman for the last fifteen years.

Initially Jim was very interested in restoration which led him to learn woodworking, steel working (including hot riveting), and general mechanical work.

## Trolleys make a comeback

Currently he is active in a movement to promote the re-introduction of streetcars across the country in cooperation with the American Public Transit Association. Portland Oregon has been a leader in the introduction of new streetcars (the Portland Streetcar Loop Project) and is testing an American made streetcar made by Oregon Iron Works and its new subsidiary United Streetcar, of Clackamas, Oregon. The new company hopes to supply streetcars to cities throughout North America. New streetcars have not been manufactured in America for the past 58 years. The Obama administration just awarded \$75 million in federal funds to complete the project which was stalled under the Bush administration according to *Light Rail Now*.

Shantz says that trolley systems produce positive economic development impacts. He is also working on a project in Lowell to create trolley routes outside

Near right: The early story of America's Industrial Revolution is commemorated at Lowell National Historical Park where the Seashore Trolley Museum has collaborated on a transportation exhibit and is working to expand trolley service. Pictured here a trolley delivers visitors to the Boots Mill. Center: A fully restored double-decker. Far right: a display for one of the museums fully restored trolley cars.

the routes that currently operate in the Lowell National Historic Park to serve other venues in the city's compact downtown, and to connect with the commuter rail line to Boston. Shantz has worked with the LNHP to create an exhibit entitled *On Track: Transit in the American City, In Lowell and Across America* which presents the history of public transportation in Lowell in the context of the broader national story. Find out more at [www.nps.gov/LOWE/index.htm](http://www.nps.gov/LOWE/index.htm)

In the meantime, Car 41 awaits its makeover. If you would like to contribute to the fund, please contact Doug Carrier at the museum. To learn more about the museum visit their website at [www.trolleyuseum.org](http://www.trolleyuseum.org).

### CAR 41 FUND

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Clockwise from top: 1. The totally renovated interior of one of the museum's trolleys. 2. Trolleys in the museum barn. 3. A control tower from the Boston area. 4. An ad from the interior of a Boston car featuring "Big Brother" Bob Emery of WBZ-TV advertising milk from United Farmers. 5. An old fare box.

