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### Meet Our New Executive Director!

The Seashore Trolley Museum welcomes Katie Orlando, our new Executive Director. Katie comes to us with 16 years of nonprofit and higher education experience. She grew up in southern New Hampshire and attended Gettysburg College in Pennsylvania, where she earned a Bachelor's in history and political science. After serving the past nine years in leadership roles at three different Big Brothers Big Sisters agencies (Mid-Maine, Program Director; Greater Manchester NH, Executive Director; Northeast Iowa, CEO), Katie is looking forward to utilizing her degree and her passion for historic preservation in our role.

Katie's professional strengths include strategic planning, community outreach, partnership development, volunteer management, fund development, board development and most notably, grant writing. She has served as a consultant to over 75 Big Brothers Big Sisters agencies and 30 other nonprofit organizations across the country and globe. In her most recent role at Big Brothers Big Sisters of Northeast Iowa, Katie grew her agency's revenue and program capacity by 245% in three years; her staff team increased from four to 18 professionals and five new offices were opened during her tenure. Her agency received several local, regional, state and national awards under her leadership, including Big Brothers Big Sisters' Agency of the Year, Board of the Year, Pinnacle Award (top program quality and growth in the country for the past three years), Northeast Iowa's Best Employer to Work For, and for the past two years Iowa's Governor has

recognized the staff with Iowa's Volunteer Challenge Award for their commitment to volunteering in the communities the agency serves—only three awards are given to Iowa businesses annually. Katie is currently Iowa's Nonprofit Staff Leader of the Year. For her work at BBBS of Greater Manchester, Katie was also recognized as one of New Hampshire's 40 under Forty.

Katie believes in paying it forward and is a member of a variety of service organizations. She has been a Kiwanian for 16 years and has held several leadership roles in the organization locally, regionally, and internationally. In Iowa, Katie served as a Commissioner for the City of Waterloo's Historic Preservation Commission and a Moderator for local municipal candidate debates. She also was involved in Lions, Exchange Club, JCI, and volunteer opportunities with the local food bank and Chambers, and she served on seven nonprofit boards including the local Volunteer Commission and the Iowa Mentoring Partnership. Through Big Brothers Big Sisters, Katie served as a Big Sister to Little Sister Kiana.

Katie's favorite quote that shapes her approach to life is: "One enkindled spirit can set hundreds on fire" (William H. Danforth). For fun, Katie enjoys photography, kayaking, swimming, playing the violin, riding streetcars wherever she travels, walking on the beach, and shelling. She loves to travel and aspires to see all 50 states (only 8 left!). Her family lives throughout New England and Sicily, Italy. Katie currently resides in Old Orchard Beach with her two cats, Gingersnap and Meatball.

## From the Executive Director

### From the Desk of the Executive Director

by Katie Orlando

Hello Friends of the Museum!

I have had a busy first month! Thank you to all who have been so welcoming and have helped me learn about the Museum, our collection, our members and guests. As I begin my work I would love your help. Please consider getting involved in one or more of the below committees to ensure our 2019 is the best season yet! Please contact me at [director@neerhs.org](mailto:director@neerhs.org) or **207-967-2800 x101** for more information about these opportunities and to sign-up to join. These opportunities are open to anyone—members and supporters, and friends of members and supporters.

**Pumpkin Patch Trolley Committee:** After 10 years of service, 2018 event chairs Matt and Jessica Cosgro are retiring and will be helping the Museum with other events moving forward. Committee members and chairs are needed to plan and organize the activities during the event and recruit volunteers needed each day of the event.

**Members Day 2019 Committee:** A committee chair and members are needed to support the best Members Day experience in the history of the Museum in 2019!

**80th Anniversary Celebration Committee:** Help the Museum celebrate its 80th year! Members are needed to plan and coordinate events and initiatives that will be held during the 2019 season. The committee will meet in-person in the Visitor Center's Conference Room on Saturday, January 19th at 1:30PM.

**Speakeasy:** Back by popular request, the Museum will be hosting a Speakeasy in August 2019 as part of our 80th celebration and to raise funds for the Museum. An event chair and committee members are needed to help make this event a success!

**Visitor Experience Committee:** Help support and improve upon the experience our guests receive when they visit our Museum. The committee will plan and support new events and initiatives during the 2019 season as well as enhance current visitor resources. This committee will begin meeting via phone and will be meeting on Wednesday, November 7th at 7PM.

**Rail Fan and Bus Fan Committees:** Requested by our members, these committees will work on events and initiatives for rail and bus fans in 2019. Chairs and members are wanted to help drive any initiatives these committees would like to work on forward.

Would you like to host an educational or fundraiser event during the 2019 season for our members and guests? Please contact Katie at 207-967-2800 ext 101 or [director@neerhs.org](mailto:director@neerhs.org) to get your event on the Museum's 2019 calendar.

The Track Department seeks volunteers to help with projects during the off season to improve track conditions for the 2019 season. Please email Superintendent of Track Construction and Maintenance, Peter Wilson, at [petergwilson920@gmail.com](mailto:petergwilson920@gmail.com) with your interest and availability.



## Member Spotlight

In our issues of The Dispatch moving forward, we will be featuring one of our members! If you would like to be featured, send your responses to the information listed below to [director@neerhs.org](mailto:director@neerhs.org).

Meet Rich Pascucci!

Hometown: Framingham, MA

Current town: St. Augustine, FL

What are some of your hobbies? Jazz guitar and home improvement.

Years involved with the Seashore Trolley Museum and in what capacity: 27 years in Operations—Operator, Dispatcher, Instructor, Event Coordinator, Marketing.

How did you get involved/how did you find out about us? I lived in the area.

Where did you go to high school? Framingham, MA

Where did you attend college? I have a Bachelor's in Music from Berklee College of Music

Tell us about your family: I am married and have one son.

What do/did you do for a profession: I am retired from the MBTA; I was a Subway Instructor.

What is your favorite car/bus/artifact in our collection? I like the Boston subway cars. The blue line was where I started on the T.

What is your favorite piece of museum history? Tower C and the Northampton Station.

Tell us a fun fact about yourself: Occasionally I sing karaoke!

Favorite (clean) joke: I don't remember any!



## Upcoming Events

**Sunday, October 28th:** Trolley ween! 10AM-5PM. Treats for kids on the final day of our regular season. Wear your Halloween costume just for fun! Regular season ticket prices apply.

**Saturday, November 10th:** Night Photo Shoot, Seashore Trolley Museum, 4:30PM-10PM. Enjoy an exclusive evening at the Seashore Trolley Museum to take night shots of various scenes set up around the museum campus. Reservations are required. Admission: \$55, limit 12.

**Saturday, November 17th:** Night Photo Shoot, National Streetcar Museum, Lowell MA, 6PM-9PM. Enjoy an exclusive evening on the grounds of the Lowell National Historical Park to capture the night activity along the rails. Various scenes along the park's trolley system throughout downtown Lowell will ignite the imagination of early life in the mill city. Admission \$90 for the photo shoot, admissions maximum of 8 photographers. Advance reservations are required, \$30 deposit due at time of reservation. Deposits are non-refundable. Balance of admission due during the night of the event (cash, check, or credit).

**Daytime Rides during Kennebunkport's Christmas**

**Prelude:** Friday, November 30th, Saturday, December 1st, Sunday, December 2nd, Friday, December 7th, Saturday,

December 8th, Sunday, December 9th, 10AM-4PM. Daytime rides in heated trolleys decked out in holiday greens, shopping in the Museum store, and hot chocolate chip cookies! Only \$10/person.

**Friday, November 30th & Friday, December 7th:** Golden Chariot Ride & Cocktail Party, 5PM-6:30PM. BUNDLE UP! The Museum's most beautiful open car becomes a wintry chariot whisking you along on a nighttime ride under a new moon – so your ride is illuminated only by the car itself. Signature cocktails and appetizers warm you up back at the Visitor Center. Tickets are only \$25 and include the ride; two signature cocktails, beer or wine; and appetizers! Seating is limited.

**Saturday, December 8th:** Surprise! Santa's on the Trolley, 4PM-6PM. Enjoy a short story and sing along when you arrive at the Visitor center. Board the trolley with a jingle bell and a covered cup of hot chocolate to sip on during after-dark ride in a heated trolley car. When you get on the trolley, SURPRISE! Santa's riding with you! Everyone gets a goodie-bag to take home! Tickets are \$25/person. Seating is limited – advance reservations are required. First seating, 4PM, second seating 5PM.

## 2019 Nomination Form

### NEERHS - NOMINATION FORM FOR TRUSTEES

We hereby nominate the following individual to stand for election to the office of Trustee, subject to confirmation of his/her eligibility and possible endorsement by the Nominating Committee.

Nominee: \_\_\_\_\_ Pass No. \_\_\_\_\_

Nominated by (please sign and PRINT your names):

Name: \_\_\_\_\_ Pass No. \_\_\_\_\_

I, the undersigned member of the New England Electric Railway Historical Society, agree to stand for election to the office of Trustee. I understand that the Nominating Committee reserves the right to not endorse this candidacy.

Signed: \_\_\_\_\_ Printed Name \_\_\_\_\_ Pass No. \_\_\_\_\_

Phone ( \_\_\_\_\_ ) \_\_\_\_\_ - \_\_\_\_\_ Email: \_\_\_\_\_

Please use the space below to provide some biographical information, including your education, experience and activities at Seashore. Use the reverse if needed, or attach a separate document. Please limit the text to about 15 lines set in this typeface (12 point Times New Roman). Please write in the 3<sup>rd</sup> person (he is, she was, not I am)

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Please print clearly. Deliver the completed form & attachments if any, to the Museum Office.

The Dispatch is a bi-monthly publication of New England Electric Railway Historical Society operators of Seashore Trolley Museum in Kennebunkport, ME and The National Streetcar Museum at Lowell, MA. Opinions expressed herein are those of the writers, and do not necessarily represent NEERHS' official position.

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## Pumpkin Patch Trolley and Members Day

Pumpkin Patch Trolley was a big success this year, with over 1800 event participants over the two weekends it was held in September. Guests who came to the event were from all over the country, including New York, Georgia, Minnesota and Texas. The Museum thanks all event volunteers who played a role in ensuring the event was a success, especially event organizers Matt and Jessica Cosgro for their ten years of service! We are currently seeking new Pumpkin Patch Trolley committee chair/s and members for the 2019 season—please reach out to Katie Orlando at [director@neerhs.org](mailto:director@neerhs.org) for more information or to get involved.



Peppermint with Pumpkins: Peppermint, the official mascot of Pumpkin Patch Trolley, thanks everyone for a great event this year



Christopher of Stratham, NH LOVES Pumpkin Patch Trolley. He is three years old and this is his third time at the event. The family has made our event an annual family tradition.

The Museum thanks all of the members who came out to participate in Members Day on October 6, 2018. Members were treated to rides on the Museum's most special buses and trolleys, including Atlantic Shore Line locomotive 100, Montreal 2, and Manchester 38. Guests were treated to special presentations provided by the Restoration Shop, Education Committee, Track Department, and Trustees.

Guests also helped honor fellow member **Helen Heffner** who



has been a member, volunteer and staff member at the Museum for over 50 years.

Members Day 2018 was a big success! Rob Drye was happy to introduce our guests and members to Manchester 38 and operate the car for the day.



Sporting a new flag, Car 2 came out of the barn for rides on Members' Day. Our new Executive Director, Katie Orlando, a history buff, realized the Canadian Maple Leaf flag was inappropriate as Car 2 was no longer in use when that flag was debuted in the mid 1960s. She did some research to determine the correct flag then shopped around to find one. Photo by Derek Carter

## Donald G. Curry Restoration Shop

by Donald G. Curry, Ernie Eaton, Brian Tenaglia

Recently as part of Teddy Roosevelt days, we had the privilege of hosting a group in the Shop, many of whom were related to W. S. Libbey, builder of the Portland-Lewiston Interurban, many members of some of the historical societies along the route and others just interested in the restoration of PLI car 14: Narcissus. The car was the center of attention as Ernie Eaton and Donald Curry detailed how the project has changed and is changing in all its respects. We explained the many aspects of its restoration.

The internet allows easy perusal and duplication of transit industry catalogues of the time: G. E., Westinghouse Electric, Westinghouse Traction Brake, truck manufacturers such as Brill, Standard, Baldwin, etc. Restoring from a stripped body to operation as is the case of Wheeling 639 and the currently in-process 14 and 4175, The Street (and Electric) Railway Journals and the 1911 Electric Railway Dictionary are useful. More and more of these are available on line.

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The Narcissus was like most ex-trolleys, stripped and set on a crude foundation. Gone were the Baldwin trucks and traction motors, air compressor, air tanks, brake cylinder, Unit Switch box, reverser, grid resistors etc. Left was the wooden body and framework, hundreds of square-head bolts, mahogany trim, the steel channel underframe, doors and windows etc. and retained in good condition were the upper and lower side trusses.

Car 14 resting on it's frame

In October, 2017 the car was raised, leveled and placed on its current heavy duty supports (some of which were fabricated



by the late Fred Perry) and a plethora of 6 x 6 and 4 x 6 blocks. The lower truss structure, lower bolsters and one needle beam have been removed. Upper truss bars have been severed at a place where new (non-rusted) ends can be welded back in place. Cross-car tie rods have been loosened and pulled clear of the right side sill. Vertical tie bolts have been disconnected. Many of the 5/8 in. square-head bolts were bound tightly by their rust. (Rust takes 7 times as much space as the metal it was formed from.) It grows and

expands to fill the hole the bolt occupies and then some!) This expansion (exfoliation) occurs at the molecular level so iron oxide is formed resulting in pressures that are strong enough to crush the surrounding wood. Large air hammers, grinders, hammers, chisels, air chisels, wrenches and socket wrenches (for odd-size non-standard hardware), breaker bars, pipe extenders, drills, penetrating oil, and strong words were brought to bear. Individual bolts took hours to remove.

Other car maintenance and restoration projects

Manchester Street Railway car 38 (Fund 648) After several electrical failures, we decided it was time to rewire its lighting circuits.

This called for removing the headlining and associated trim in the body. Leading the 'charge' Rob Drye ran the wire and Heidi fastened the headlining. Due



to some bearing issues, 38 will only be operated on a limited basis. Car 14 came with only a few cushions. So, using one of 38's Heywood Wakefield seats as a pattern, we will make a new set of 22 seats for 14. This is a good winter project that can be done in its very brightly lit Shop loft.

Dallas Railway and Terminal car 434 (Fund 655) – As part of its preparation for service the car's window sashes were inspected and an upper one was found to be falling apart: rotted wood. When the car was first outshopped in the Shop many years ago, we had replaced most of them but outdoor



storage doesn't help. Jim Mackell went right to it and picked up some unexpected trolley technical information: the upper side sashes are called 'continuous', i.e. they're built in long sets (4 + 6 for the total in 434's case). This is a weight-saving-labor-saving technique used mostly in light-weight cars such as Birney 1, 7005 and 5821. 434's are unique with the car's vertical steel T-post framing enclosed in wood for the sash and curtain guides. The sash is then set in place on a steel bracket riveted to the post; then at each post they were held in place with small diameter round-head steel rivets. Re-entered service on 3 October.

## Donald G. Curry Restoration Shop Continued

Bay State Street Railway semi-convertible 4175 – (Fund 528) Over the last five or so years, 4175's no. 2 outside end has been a construction site for a rather distinctive (unique) Bay State fender. It started out life with this type but ended it in New Jersey with a less cumbersome H-B life guard. Since we had many excellent photos of the Bay State type and traces of its location and size, it only made sense to use them. The work started with plans, ordering the steel strips and angle iron, machining and welding the mountings, bending the frame and recently drilling and test fitting and painting black. Chris Kaye (author's grandson), Fritz Sanger, Gary Baker and John Mercurio were the latest. (Since they were all out-of-staters, we'll have to find another 'cosmopolitan' crew to rivet it all together and 'blacksmith' its retaining-loop-chains.)

*Work crews of car 14 and 2890*



Toronto Peter Witt 2890. (Fund 865) All four of its Westinghouse 510 traction motors have been returned from their rebuilding by AC Electric and were rapidly reassembled by Jim Schantz, the sponsor. (It's interesting to compare them with 4387's GE 247 motors—virtually the same except for 4387's spur (apt to be noisier) gears and RICO oilers, with 2890's helical (quieter) gears and elaborate leads running the 5 motor power lead wires per motor.) As of this writing, the motors are ready to go in. The car is poised on blocking, high enough to clear them.

Chicago, North Shore & Milwaukee high-speed interurban 420. (Fund 780) Funding was secured for overhauling its two big traction motors so it was moved to track 2 and the blocking and hydraulic jacks set up but the car is just too big and heavy to have up so high. At this point a road crane is being considered.

N. J. Transit PCC 5 – (Fund 996) Chris Skulski is continuing to overhaul its seats and flooring under them.

Boston Elevated Railway/Metropolitan Transit Authority Centre-entrance car 6131 – (Fund 576) John Mercurio has done a lot of the overhauling of the car's end cab roofs. This has involved installing the ash 'plates' made by Jim Mackell which tie the roof ribs to the car's frame and canvassing the up side. When completed it will look better and be stronger than before its overhauling.

Claremont Electric tower car 4 – John Donnelly (Fund 201) completed the overhaul of no. 4 started last year by Ernie Eaton. John completed roof repairs, external painting (gray), tower mounting and clearing accumulated materials out of the car. As I was driving in to the Museum the other day John flagged me down and said, "The car is finished. Now I can get

the overhead wire repairs done!"

Montreal Tramways Observation Car no. 2 (Fund 765) Visiting from the Bay Area Electric Railway Museum, via Montreal, Gary Baker arrived with the donation of the proper Canadian flag that it would have been on 2 when it ran its last day in Canada in 1953. Thanks Gary. No. 2 will run on a limited basis this fall.

From Brian Tenaglia

Connecticut Co. Open 838 (Fund 642), also one of our stalwart cars, has been making some suspicious noises in its #1 truck, accompanied by reports of excessive vibration when on the Main Line. (Its Taylor SB trucks are the oldest we have in operation as are its ancient Westinghouse 93A traction motors.) Over the years it has had a new split gear, worn journal boxes and slide plates built up, new brake beams, and motor bearing housings worn and repaired. The problem now appears to be the #1 motor's axle bearings, which form two of the three points in the motor suspension. The bearings, which were re-cast in lead at some point in the car's history, have worn to the point that a very large clearance exists between the bearing housing and the axle. So this beauty, with new headlining, with striping, light wiring, and complete repainting, must be subjected to serious repair work.

Connecticut Co. 1160: During a midyear inspection, a broken brush holder was found in one of the car's GE 80 traction motors. The part failed where a particularly tight bend had been made in the brush contact arm during manufacturing. The damaged portion was replaced with a worn-out controller "finger tip", which was reprofiled to fit the brush holder. Work was also performed on the #2 truck's brake slack adjuster. As-cast, the pieces of the slack adjuster featured ratchet-like teeth to prevent the pieces of the slack adjuster from moving apart. Over time, corrosion and wear damaged these teeth to the point that the slack adjuster became "self-adjusting" (in the wrong direction, of course!), resulting in difficulty maintaining brake performance. A spacer block was machined to fit in the slack adjuster, and an extra pair of bolts were used to increase the clamping force on its two halves.

Connco open 303: "Brill Built 'em Better". Praises for J. G. Brill, builders of Connco open car 303, now in its 118th year and operating on a regular basis. During a midyear service, attention was given to the car's handbrakes, which were reported to be dragging. When the handbrake on 303 is wound, the torque from the handbrake shaft drives a geared "box", which pulls on two chains to actuate the handbrake linkage. However, one of the chains had fallen out of adjustment and remained taut when the handbrake was released. The chains were reset and their lengths once again equalized, allowing the handbrake to fully release.

Smaller but vital repairs: Wheeling 639 has had emergency braking problems which Brian Tenaglia tracked down to worn magnet valves and an inadequately lubricated emergency valve.

Eastern Mass. 4387 has four overhauled GE 247 traction motors waiting for installation. Inspection of its traction motor wiring reveals that time for replacement is nearing.



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Contact Mike at  
[dispatch@neerhs.org](mailto:dispatch@neerhs.org)