**Fairview Phase 2 Nears Completion**  
**By Jim Schantz, President & CEO**

As this issue of *The Dispatch* goes to print, building contractor Trades Center Inc. is putting the finishing touches on the Phase 2 expansion of Fairview Carhouse. Donations from our members and foundations have provided funding to extend the front of the building 60 feet forward. The extension spans the entire 70-foot expanded width of the building, covering 5 tracks and one lane for buses. Thanks to all whose generosity have made the work done so far possible! Special thanks to our friends and strong supporters at the 20th Century Electric Railway Foundation who have contributed $170,000 to the first two phases of this project.

The most recent work includes fabricating rugged, welded steel frame doors for the four original tracks. A roll up door for the new two lane bay has been fabricated and is enroute to Maine. Other accomplishments include pouring concrete pads at the front and back of the new bay, providing surfaces that will make work on buses, maintenance vehicles, and streetcars much easier and more comfortable. The new façade at the front of the building greatly changes the appearance of the building and mimics a style of construction frequently used in streetcar car barns a century ago.

Remaining work, mostly to be done by our volunteers, includes reconnecting the original tracks through the front extension and building the new track running the 340-foot length of the new bay.

The total cost of the first two phases of the project is over $650,000 and represents a major commitment to improving protection of the museum’s vehicle collection. A third phase of the project will replace and strengthen the 1960s-era roof and siding on the original section of the building. However, as doing that job would require displacing the many cars stored in that part of the building for a considerable period, serious consideration is being given to constructing a new building, which could temporarily house all of these cars, before returning to Fairview.

Seashore volunteers and staff have worked tirelessly to make this project happen. Project Manager Tom Santarelli has put in countless hours. Yardmaster Brandon Barlow and his Yard Ops crew of many new younger members have done yeoman’s work. Former Executive Director Sally Bates and current E.D. Katie Orlando have played key roles coordinating project activities and funding. Thanks to all for their dedicated work!

Though the project is largely complete, we invite further donations to help with the numerous smaller tasks that will inevitably arise as the track is installed, the overhead wire is reconnected and extended, and as exterior areas are graded and made accessible to vehicles. Thanks again to all of you who have so generously supported this project and those of you who will still send in donations. You are all helping Seashore take a giant step forward!
Hello Members!

It has been quite the busy fall at the Seashore Trolley Museum. As I write this I am looking out my office window in the Visitor’s Center at a lovely winter scene!

The 2018 season has come to a close and over 22,000 guests enjoyed all that the Museum has to offer. In November we hosted a night photo shoot on what turned out to be the coldest day of the month, but the excitement from our guests and event volunteers warmed the air.

December brought over 1,200 guests to the Museum for our Christmas Prelude Trolley Rides and special events. We welcomed 125 children and their families to join local artist Wade Zahares to read a book that he illustrated. Santa also visited our Museum and travelled with 100 lucky guests during two trips riding trolley car 5821!

2019 is a special year for the Museum, as it marks our 80th Anniversary. We hope you can join us for our celebration weekend, which will take place July 5th-7th. More information about this weekend and the events taking place at the Museum to celebrate our 80th will be provided in the next issue of The Dispatch. If you would like to help make our 80th Anniversary year amazing, please be encouraged to attend our brainstorming session, which will take place on Saturday, January 19th at 1:30PM.

As 2018 draws to a close, I would be remiss not to remind you about the several ways you can give or pledge your financial support to Seashore Trolley Museum. A more in-depth list is shared on page 9 in this issue, but I also wanted to remind members about the Founders Legacy Society, named for those* who founded Seashore Trolley Museum in 1939. The Society was established in 2017 to recognize and honor friends who intend to remember the New England Electric Railway Historical Society by making a bequest or other form of planned or deferred gift. Such gifts will benefit NEERHS in the years ahead without necessarily requiring that the donor fund the gift at the present time. While the gift is deferred, the benefits of membership in the Society begin immediately.

This is a unique opportunity for you to gain the personal satisfaction of making an investment that connects people to transit history now and for future generations. Every gift strengthens NEERHS as it carries out its mission of preserving knowledge, context, and resources. NEERHS is deeply grateful for such support, and membership in the Founders Legacy Society provides one way for NEERHS to show its gratitude.

An Invitation
If you let us know that you have provided at least $10,000 for New England Electric Railway Historical Society in your will, trust, pooled life income fund, life insurance policy, gift annuity or retirement fund, you immediately become a full member of the Society. Your gift need not be irrevocable and we understand that situations change. It is your current expression of commitment to NEERHS that is important.

Seashore Trolley Museum - Founders Legacy Society members receive a membership certificate recognizing their intentions. Members are listed in the NEERHS Annual Report and are honored at the Annual Meeting and Members Day.

Volunteer Help Wanted!

Volunteers are needed to help with the following opportunities. Please email director@neerhs.org if you are interested.

Dispatch Editor: The Museum thanks Mike de la Vega for his service as The Dispatch editor; Mike has moved on to support other projects at the Museum. The Dispatch editor is responsible for collecting and proofing submissions and formatting them in The Dispatch layout in either Microsoft Publisher or InDesign for each of the six issues annually. The editor is also encouraged to submit stories for inclusion. This position works with an Assistant Editor and reports to the Executive Director, and you can do it from home!

Graphic Artist Wanted to design a special logo Seashore Trolley Museum will use in 2019 to honor our 80th Anniversary.

Volunteers Wanted to help transform the first floor of Tower C into an exhibit space for our 2019 Season. Volunteers will help spruce up the space, paint, and install basic flooring.

2019 Save the Date!

A Complete 2019 Season Calendar will be available in the next issue of The Dispatch.

Saturday, March 30th- Friday April 5th & Monday, April 15th-Saturday, April 20th
Museum Clean Up Days! Help us get ready for the 2019 Season.

Saturday, April 27th
New England Electric Railway Historical Society Annual Meeting

Saturday, May 4th
2019 Opening Day! Come dressed in your favorite Star Wars gear to help us celebrate “May the 4th Be With You” Day.

Saturday, May 25th
Fairview Car Barn Ribbon Cutting

Saturday, June 8th
Superhero & Royalty Day!

Mondays – Fridays, June 24th- October 14th
Special Streetcar Rides at 1PM! The streetcar lineup will be announced in June.

Mondays – Fridays, July 1st – Friday, August 30th
Story time at the Museum at 11AM every weekday! Pack a picnic lunch to enjoy at our picnic areas.

Friday, July 5th – Sunday, July 7th
80th Anniversary Celebration
Friday, July 5th: Speakeasy-themed Game Night at the Museum
Saturday, July 6th: Model Railroad Day & Trolley Parade
Sunday, July 7th: Model Railroad Day & Book Signings by Member Authors

September 21st, 22nd, 28th & 29th
Pumpkin Patch Trolley

Saturday, October 12th
Members Day!

December 6th-December 15th
Christmas Prelude Events
Meet Seashore’s New Museum Curator!

The Seashore Trolley Museum is pleased to announce that our Museum Curator position has been filled by Peter Osgood. Peter grew up in North Andover, MA and is a graduate of Franklin Pierce College with a B.S. in computer science and a Masters from Harvard University with a degree in U.S. History. He served in the US Army from 1968 to 1979 and following he worked first at MIT Lincoln Labs doing satellite tracking then at MIT as an engineer working on networking computers and setting up the first networked computer labs. After MIT, Peter worked for the US Department of Transportation as a computer systems analyst where he first worked on US Air Force projects and then on FAA projects.

Peter first came to Seashore in 1963 with his parents and it was love at first sight. He joined the museum that year and has been a member ever since. Peter’s most recent efforts at the museum have been digitizing the documents at the restoration shop. He has also been an active member of both the curatorial and library committees.

Peter is married and has 3 daughters and one cat.

Prelude Events a Big Success!

A big thanks to all of the guests, volunteers and staff who helped make our Christmas Prelude events a success this year! Over 1200 guests participated in our six days of daytime Prelude rides and seven special Prelude events, which included two Surprise! Santa’s on the Trolley events, two Golden Chariot Ride & Cocktail Parties, and new this year, three Frosty the Snowman, Festive Treats and Fun at the Museum events! For this new event, families enjoyed a reading of Kenny Loggins’ Frosty the Snowman by its illustrator and local artist, Wade Zahares. All in attendance enjoyed snowman cupcakes provided by Talula’s ComforTable and Bake Shop and a special snowflake ornament keepsake craft. All of our special events sold out this year and planning is already underway to add new events to our Prelude offerings in 2019.

Thanks to volunteers and members Dan Vardaro and Mike de la Vega for helping us decorate the trolleys used for Prelude!
**Member Spotlight: John Donnelly**

John Donnelly joined Seashore in 1983 and has volunteered his time in many aspects of the Museum’s operations, including car maintenance, carhouse roof repairs, building maintenance, and track work. In his current role as Superintendent of Overhead, John takes care of the overhead wire and the associated line equipment.

John graduated from Lake Brantly High School in 1985 and went on to work in the building trades for many years. In addition, he worked for two years as an electrician’s helper.

John is an active volunteer in several non-profit and charitable groups. He served 14 years in the Lion’s Club in the capacities of Secretary, Vice President, and President. He has served 4 years in the V.F.W. and has held the positions of Auxiliary Secretary, 2nd Vice President, 1st Vice President, and President. At the V.F.W. he also worked as Canteen Manager in charge of daily operations including the bar and gambling books.

---

**National Park Service Recognizes Seashore Volunteers**

Ten Seashore Trolley Museum members were recently recognized for their contributions to the Lowell National Historical Park. Based on their hours of volunteer service, the following were presented with canvas tote bags and fleece jackets: Bill Marnik, Fred Hessler, John Grady, Roger Carlson, Jay Cashook, James Van Bokkelen, Mike de la Vega, Stan Ames, Bill Crawford and Bill Butts. All recipients are volunteer operators of NOPS streetcar #966 providing service on weekends and Monday holidays shuttling visitors between the various NHP sites. These operators, along with the rest of the 966 volunteer corps, have provided almost 900 total hours of service in 2018. This July, 966 will begin its 17th year of operation in Lowell.

---

**Members Make Prelude Annual Family Tradition!**

Meet the Breedon Family! They have been coming to the Museum for years, including to our Christmas Prelude events. The picture on the left was taken on a Prelude Trolley ride six years ago, and the second picture was taken at a Prelude Trolley ride this season! Both rides took place on car 1160. We love that so many families have chosen to make the Seashore Trolley Museum a holiday tradition!
Bay State Street Railway 4175  double-truck semi-convertible
Laconia Car Co., 1914 (Fund 528)
Recently, one of the newly fabricated Bay State fenders, designed
to catch unwary pedestrians, was the subject of a clattering air
hammer being used to set red-hot 1/4 in. rivets. The hot-rivet men
were John Mercurio and Donald Curry. Earlier this year Fritz
Saenger and Donald’s Grandson Chris dedicated parts of their 3rd
summer preparing it for riveting.

Lexington & Boston Car 41 (Fund 754) - In preparation for installing the wainscoting paneling, Dick Avy and Jim Mackell removed the last of the four panels that form the interior bulkheads. These panels were crusted over with dirt and layers of orange paint. Scraped clean and hand sanded, they have now been carefully revarnished and are ready to be reattached. In addition one of the #1 front end posts was partially cut out to be spliced in order to eliminate a weak spot.

Toronto “Baby Witt” Toronto Transit Commission 2890 Ottawa Car Co., 1923 (Fund 865)
In preparation for installation the traction motors were inspected, lubricated and run for several hours in the metal shop using a welding power supply as a power source. Two of the motors showed excessive endplay, allowing the armature to shift back and forth enough that the brushes could run over the edge of the commutator. The motors were shipped out to have new thrust washers added and are now back in the shop.

In the meantime, Brian Tenaglia and Ernie Eaton began work on the door air engines that operate the center sliding doors. Our friends at the Halton County museum outside Toronto once again answered several key questions about the controlling switches and circuits. Plans call for completing the re-trucking once the two motors return either later this year or in early spring.

Portland-Lewiston Interurban no. 14 Narcissus, Laconia Car Co, 1912 (Fund 816-A)
If you had been wanting to drive out to the Shop on October 29, you might have had to wait for American Steel and Aluminium’s 48 ft. Trailer truck with two new, freshly sandblasted and primed, 40 ft steel channels. The Seacoast Builder’s crane being used on the Fairview project, that happened to be passing by, made quick work of tranferring them to a neat pile of rail near the shop’s parking lot.

On another day, Chuck Griffith operating the Pettibone helped to clear track one leading to Narcissus. With the help of some of the track crew we pulled the decayed 5x8, 37 ft long wood sides sills from each side of Narcissus where they were resting on the ends of beams supporting the car. This was a bit tricky since access to the left side of Narcissus is obstructed with machinery and track 2 was fully occupied by other streetcars. The new steel channels were then layed next to the rusty old ones on either side of the car.

With the old and new channels side by side, a tool was fabricated to help transfer the position of each hole. Our Jancy magnetic drill (a small drill press that uses an electro magnet to hold itself onto the part being drilled) was then used to bore the left side channel's 40+ holes.

We have also started addressing the ash wood window posts on the left side of the car. Many have considerable water/rot damage in the area where they intersect with the window sill and will require replacement or repair.
**Donald G Curry Town House Shop Report continued**

**Twin Cities Rapid Transit Gate Car 1267 (Fund 764)** came to us with its cane seats in good condition—they have not needed much repair work for over 60 years of Seashore service. But cane tends to get brittle then crack, and 1267’s have reached that point. Staff member Heidi is learning the art of caning. As long as we re-varnish them regularly, the newly repaired seats should last another six decades. We’re hoping the Chinese factory remains open and that they can continue to source the cane from Indonesia. Originally this was made in Gardner, Mass for Heywood-Wakefield but they went out of production in the 50s.

**Manchester Standard 38 (Fund 748)** - Rob Drye and Heidi have made significant progress on reassembling the interior. Some of the panels that form the ad rack were too water damaged to restore and new panels are being put together for spring installation.

**Boston Elevated Railway 5821 (Fund 545)**

As part of preparation for Christmas Prelude, all cars to be used for the event are brought to the Shop for inspection and minor servicing. Particularly critical is inspecting and testing the cars’ heaters, given the conditions under which the Prelude cars often run.

This year, it was decided to operate an all four-motor Prelude fleet since they perform better in track conditions expected this time of year. Testing revealed that the heaters were not working at all on 5821.

This car is equipped with three strings of heater elements connected in series. The elements consist of a central steel rod, surrounded by a ceramic insulator wrapped in a coil of nichrome wire. The assembly must be well-insulated from its steel housing, since up to 600 volts is present at points in the string. One string consists of the motorman’s cab heaters, while the other two strings are installed under the seats on both sides of the car. The entire heating circuit is controlled by a thermostat, which switches all of the strings off and on to maintain a car body interior temperature of 40-50 degrees.

Inspection of 5821’s heaters revealed three faulty units: one with an obviously-broken coil, one with a badly cracked central insulator, and one which had no obvious failure, but did not register continuity across its terminals (this turned out to be a break in the internal steel lead wire, not the coil itself). A search was first conducted of the parts containers for serviceable heating elements, but this only yielded one element which registered continuity and the correct resistance value.

The remaining two, damaged, elements were dismantled and cleaned. Leftover nichrome coils were located from 1160’s heater rebuild project, speeding the work greatly. These coils were cut to length, using a multimeter to determine the correct resistance value and corresponding length. The coils were too short to wrap around the central insulator as-made so they were gently stretched to the correct overall length before winding them around the uncracked insulators taken from the parts stock. Once installed the heating system functioned properly.

**Fund numbers** – You may have noted a 3-digit number along with cars covered in this article. *E.g. Chicago, North Shore & Milwaukee* high-speed interurban **420 (Fund 780)**. These numbers identify funds tracking donations dedicated to the restoration of a particular car. All of the costs relating to restorations are paid for by these funds.
A Tale of Two Cities and a Town or Two

By Ed Ramsdell from material assembled by Tom Santarelli

With deepest apologies to Charles Dickens, here we have Seashore’s “A Tale of Two Cities and a Town or Two”. Residing at Seashore is a beautiful 1932 Renault TN-6A bus from the City of Paris, France. During its Paris career the bus carried the very handsome dark green and cream livery of the Paris system. What might charitably be described as unfortunate was a Chicago department store’s decision to adorn it with a somewhat startling blue, white, and red paint scheme. This was assumedly a nod to the French tricolor. The following is a brief story of the TB6A and in particular this vehicle and its travels enroute to Seashore.

As a starter a little background - Renault introduced the TN series of buses with the TN4 in 1931. The TN4 had a 4 cylinder engine of 58 metric horsepower (57.2 Imperial Mechanical Horsepower which is what we use in North America). In 1932, a TN with an inline-six engine of 68 metric horsepower (67.7 Imperial HP), the TN6 (with open platform as had the TN4), was introduced. Its versions (TN6A, TN6C 1 and 2) were used for suburban transport. There were 770 TN6As produced between 1932 – 1933 (Nos. 1958-2727). The entire TN series was produced between 1931 and 1938.

Seashore’s TN6A (#2052) was one of the 770 built for the Société Des Transports En Commun De La Région Parisienne (Public Transport Company in the Paris Region). The TN6s were finally phased out in 1969. The ultimate acquisition of #2052 by Seashore was rather convoluted. Beginning in 1986 through the efforts of the late Michael Carroll and then continuing with Tom Santarelli, Paul Kochs, the late George Sanborn, and Dan Cohen, Seashore had been searching for this type of vehicle. A couple escaped, one through unfortunate timing and one when an arrangement failed in 1994 that would have had the Musee Des Transports Urbains (Urban Transport Museum) in Paris provide a complete 1932 Renault to Seashore in parallel with that museum receiving a Boston PCC from the MBTA. Unfortunately the Musee Des Transports Urbains could not raise the funds to ship the PCC.

Rumors of another Paris bus coming to New York were followed up but it was never located. Then in 2006 a 1932 TN6A was very briefly offered for sale by a collectible vehicle sales company. This bus had originally been acquired for publicity purposes in Chicago and for the 1964 “Vive St. Louis” celebration by the Carson, Pirie, Scott & Company department store. Thereafter the bus was donated by the store to the St. Louis Transportation Museum. It was displayed by the transportation museum for a number of years but found its way into storage by the mid-70s until ultimately being offered for sale in 2006. It was very quickly acquired by a Massachusetts motor vehicle collector so by the time Seashore was aware of its existence yet another one seemed to have “slipped away”. However, persistence ultimately paid off and as a result of follow-up contacts with the collector it was found that he had decided not to keep the vehicle. In early December 2006 Tom Santarelli, Danny Cohen, and Paul Kochs met with the owner and examined the bus.Danny is reported to have described the experience as “breathtaking”. Subsequently, with Board approval, they swung into action in arranging fundraising to acquire this beautiful vehicle. Through their efforts and the contributions of many others in cash and otherwise Number #2052 arrived at Seashore on June 2, 2007.

Now the big question - what is so special about this bus? Setting aside for a moment the fact that its design is really quite elegant as most everything Renault produced in that era. This vehicle represents a significant period in vehicle evolution. This bus is a streetcar on a bus chassis, the rear platform is constructed on actual platform knees. The open rear platform is a Paris tradition, and the bus is unmistakably European but its construction and dated details are at the transition point between the rudimentary underpowered street transport of earlier times and modern motor transport. Also, for better or worse the introduction of the TN series and especially the TN6A would end the Paris tram system by 1937. The last of the first generation tram lines inside of Paris, that connected Porte de Saint-Cloud to Porte de Vincennes, was closed in 1937 and the last line in the entire Paris agglomeration, running between Le Raincy and Montfermeil, ended its service on 14 August 1938. Trams have since returned to Paris in the late 20th and the 21st centuries.

The coach is in good condition and nearly complete (missing a left side engine panel) right down to its Paris signage. It is currently safely stored and protected but also out of sight. Hopefully, in the not too distant future, it may be moved to a more accessible location.
2018 Tax Reform: Are You Prepared for the End of the Year?

With the introduction of new tax law this year, you may wonder how you will be impacted. For many taxpayers, the new tax law creates an opportunity in the form of increased disposable income. Here are the main takeaways of the 2018 law, along with some things to consider for charitable giving this year.

What’s New?

Income Tax Brackets
Whether you’re a single filer or a married person who files jointly, separately or as head of household, you will likely fall into a new tax bracket. The new law maintains seven tax brackets, but lowers rates for most brackets. The new brackets are: 10, 12, 22, 24, 32, 35 and 37 percent. Most taxpayers will see their tax rate decrease. A married couple with a combined income of $150,000, for example, will go from a 25 percent tax rate to 22 percent under the new law. You may be in a lower bracket this year and pay less taxes. You may now have an opportunity to give more to the charitable organizations you care about, such as the Seashore Trolley Museum.

Higher Standard Deductions
The new law nearly doubles the standard deduction to $12,000 for single filers, $18,000 for heads of household and $24,000 for joint filers. You may be less likely to itemize on your taxes and use the income tax charitable deduction. You may now have an incentive to give more to Seashore Trolley Museum in one particular year over another to exceed the standard deduction and itemize your deductions.

Itemized Deductions
If you elect to itemize this year, your deductions may look a little different (though charitable deductions remain under the new law). Under the new plan, you will be able to deduct up to a total of $10,000 for state and local taxes. If you purchase a new home, there is now a cap on the mortgage interest deduction for the first $750,000 of debt on newly purchased homes.

Charitable Contributions for Cash Gifts
The new law increases the limitation of 50 percent of your adjusted gross income (AGI) for donations by cash, check or credit card up to 60 percent. Higher net worth donors may want to consider increasing cash gifts.

What’s the Same?

Charitable Deductions
You will still be able to deduct your charitable contributions if you itemize your taxes.

Long-Term Capital Gains and Dividends
The tax rates on capital gains and dividends remain the same at 0, 15 and 20 percent, depending on your tax bracket.

Charitable Contributions of Appreciated Property
The limitation on charitable gifts of long-term appreciated property to public charities will remain at 30 percent of your adjusted gross income. You can still carry over any excess for up to five additional years.

What Does This Mean for Me?
The lower tax brackets may mean that you are likely in a better financial position to help others this year. Here are three smart ways to be charitable as we close out the year.

1. Donate appreciated property.
   With many markets experiencing strong growth, consider a gift of appreciated property to a nonprofit like the Seashore Trolley Museum. You may qualify for an income tax charitable deduction and eliminate capital gains tax.

2. Name Seashore Trolley Museum as a beneficiary of retirement plan accounts.
   Assets in your IRA, 401(k) or other qualified retirement plan accounts remain subject to income tax when distributed to your heirs. If you name us as a beneficiary of all or part of your plan, your gift will pass to us tax-free.

3. Give from your IRA (if you are 70½ or older).
   Regardless of whether you itemize your taxes, this gift helps you fulfill your required minimum distribution and is not considered taxable income.

Need Help?
If you have questions, please contact the main office at 207-967.2800 or director@neerhs.org. We’d be happy to help and can discuss how you can include your support of Seashore Trolley Museum as part of your plans.
Announcements from our Members

During the winter non-operating season, Seashore members and their electric railfan friends meet at Manchester, NH’s Airport Diner. These gatherings are usually held the first Friday in November, January and March. Dinner is from the menu, separate checks, and a two hour slides/movies program follows. When you need “traction therapy” while snow is on the ground, join your fellow members. For information contact: Herb Pence, 603-624-1287 or by email – h-pence@comcast.net.

To my fellow members, friends & co-workers:
To say I was surprised and overwhelmed on Member’s Day 2018 by your celebration and recognition in honoring my 50 years of dedicated service here at STM is a major understatement. I deeply appreciate your many kind words, thoughtfulness and I cherish my magnificent vase. I am very grateful. I have a heartfelt affection for each one of you. Sincerely, Helen Heffner

The Track Department thanks all who came out to volunteer during their November work weekend to replace ties in the Visitor Center loop! Missed out on the fun? More track work weekends will be announced this spring.

The DISPATCH is a bi-monthly publication of the New England Electric Railway Historical Society, operators of Seashore Trolley Museum in Kennebunkport, Maine and The National Streetcar Museum in Lowell, Massachusetts. Opinions expressed herein are those of the writers and do not necessarily represent the official position of NEERHS.
Postal Address: The DISPATCH—PO Box A, Kennebunkport, ME 04046
Email: dispatch@neerhs.org
Editor: Katie Orlando (Acting)
Associate Editor: Frederick Hessler

New England Electric Railway Historical Society
Corporate Officers

Thomas LaRoche, Chairman & Vice President
Robert C. Drye, Vice Chairman
James D. Schantz, President & CEO (and Chairman Emeritus)
Katie Orlando, Executive Director
Charles R. Sullivan, Treasurer
Thomas D. Santarelli de Brasch, Vice President of Facilities
Mark T. Weinberg, Vice President of Membership Affairs & Membership Secretary
John R. LaFlamme, Vice President of Organizational Advancement
Cecilia B. Clapp, Corporate Secretary
Susan Driscoll, Esq., General Counsel & Clerk of Corporation

New England Electric Railway Historical Society
Board of Trustees


Senior Trustees: Michael C. Lennon, James D. Schantz, Jeffrey N. Sisson.
Thank you for your membership to the Seashore Trolley Museum! As we gear up for the 2019 season and our 80th Anniversary, we would love your feedback and ideas. You can also take the survey online, at https://goo.gl/forms/6RvZurLgX3BYcqah2

How long have you been a member of the Seashore Trolley Museum?

How have you been involved at the Museum? (attendee, volunteer, current/former staff, committee member, Trustee, etc.)

What do you believe is the primary function of the Museum?

What do you find most valuable about being a member?

What do you find least valuable about being a member?

How do you prefer to meet/get to know other members? (Through volunteering, online social communities, events, attending meetings, etc.)

What type of content would you like to see in our bi-monthly newsletter, The Dispatch?

How satisfied are you with the events and/or special days you have attended? What can we do to improve the events and/or special days that you have attended?

What types of events and/or special days would you like to see in the future?

What would you like to learn about at our next educational event?

Have your interactions with staff members met your expectations? How, or why not?

Have your interactions with Museum volunteers and crew members met your expectations? How, or why not?

If you follow us on social media, what would you like to see us post about on social media?

How do you prefer to receive news/announcements from the Seashore Trolley Museum? (Email, social media, newsletters, etc.)

What do you like most about the Seashore Trolley Museum?

What do you like least about the Seashore Trolley Museum?

How likely are you to renew your membership?

How likely are you to recommend a Museum membership to a colleague, family member or friend?

What else would you like to share to improve your experience or the Museum?

Thank you for time! Completed surveys can be mailed to Seashore Trolley Museum, PO Box A, Kennebunkport, ME 04046, or emailed to director@neerhs.org.
Connecting YOU to Transit History

To receive The DISPATCH by email only, contact dispatch@neerhs.org

IN THIS ISSUE

- Fairview Update!
- News from the Executive Director
- Volunteer Help Wanted
- 2019 Events, Save the Date!
- Meet our New Museum Curator!
- Christmas Prelude
- Member Spotlights
- News from the Town House Shop
- Collection Spotlight: Paris, France Renault TN-6A Bus
- Trustee Nomination Form
- Member Satisfaction Survey
- Announcements from Members

If you are interested in submitting news tips, feature articles or photos for possible publication, contact dispatch@neerhs.org