An old friend made a debut on Member’s Day with a great look. The pretty little car looking extremely sharp in its fresh green and cream livery. This event celebrated the completion of Phase 1 of Dallas 434’s overhaul program. Work includes new roof canvas, new roll signs and renewal of all exterior paint. This work was made possible through the contributions of generous donors and in particular the Edwin S. Webster Foundation. Grants from the Webster Foundation have been fundamental to this effort and also work on Denver Birney No.1.

**Dallas Railway & Terminal Co. No.#434**  
A Stone & Webster Standard Car - American Car Co. (1914)

**Seashore Needs Your Assistance**

Our apologies for “talking at you” on the front page but there are a couple of items in the magazine where your help would be greatly appreciated.

- A message and questionnaire regarding Succession Planning for the museum - Page #11 & 12
- Member contact information and preferences - Page #11
  Please Take A Look At These - Thanks

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- From the E.D.’s Desk - p. 2
- Shop Report - p. 4
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Sally Bates, Executive Director  9/10/16

**From the E.D.’s Desk**

**Reaching out to you...** This fall your Board of Trustees will be reaching out – by phone – to talk with as many members as they can. To assure that we have the best number to call you at, please feel free to send your phone number to our Vice President of Membership Affairs and Membership Secretary, Mark Weinberg. His contact info is at: http://trolleymuseum.org/contactus.php?contact=membership

**Guests are finding – and loving – Seashore Trolley Museum!**

In 2015 our admissions revenues grew by over 50%. We’re holding on to that improvement in 2016. Thanks to wonderful guest reviews, we’ve earned Trip Advisor’s Certificate of Excellence - given to accommodations, attractions and restaurants that consistently earn great reviews from travelers.

We’re getting wonderful feedback from tour operators, and directly from the guests they bring here. Visitors in a tour group told me that our volunteer crew is “hilarious”...beyond providing them a nice time, our volunteers are making sure guests have FUN.

**Special events benefit your museum by raising money and they:**

- create a “buzz” in the community (people talk about a new event before and after)
- attract new audiences and friends
• strengthen involvement/relationships with sponsors reinforcing their “stake” in our success

• help promote the concept of the museum as a venue for private events

A Fast and Furious Pace of Fall Fun: On the heels of September 10’s Members Day, fall 2016 season offered four consecutive weekends of special public events, and a final flourish on closing day:

• Family favorite Pumpkin Patch Trolley on September 17, 18 and 24, 25 was back for its 18th season. Organizers Matt and Jess Cosgro introduce new elements and activities every year to keep the event fresh. Kennebunk Savings Bank sponsored the event.

• Pumpkinhead fest on October 1 – back for year 2 – and sponsored by Shipyard Brewing Company, Biddeford Savings Bank, and Portland Press Herald. This event attracts adults who may never have come to the museum before.

• We could just as well call October 8 “Seashore is not JUST about TROLLEYS!!!” Transit Day appeals to anyone of any age who likes things that “go.” Only at Seashore can one ride in a succession of antique vehicles that include buses, subway cars, trackless trolleys, and electric streetcars - all in one day...so it’s a great day for the general public as well as transit fans.

• Open daily through October 8, the museum’s schedule switches to weekends only through Sunday, October 30. To mark the regular season’s closing day, Trolley-ween, guests are encouraged to wear costumes and kids will receive special treats.

Prelude will be here before you know it, with

• festive daytime rides on December 2, 3, 4 and December 9, 10, and 11.

• Friday (Dec 2 and Dec 9) evening “Golden Chariot Ride & Cocktail Party”.

***this year we’ll also be hosting a private “Golden Chariot Ride and Cocktail Party” for a company with offices in Portland and Portsmouth.

Sustaining Your Museum

Nearly every U.S. museum relies on private donations to supplement its admissions, dues, investment, and other earned revenues. New England Electric Railway Historical Society (Seashore Trolley Museum) is no exception.

These Programs are always “open” and your gifts to any of them help Seashore Trolley Museum remain financially viable and carry out its core mission:

• Annual Fund Campaign donations are used to help cover essential operating costs.

• Endowment Fund donations are invested to provide income, in perpetuity, for the benefit of the museum operation.

• Preserve, Protect & Present Campaign donations are directed toward significant facilities improvement projects that benefit museum collections and buildings.

If you are considering a donation, and would like more information about any of these programs, please contact director@neerhs.org or (207)967-2800, ext 101.

Sally Bates,
Executive Director
During the warm months, **Town House Shop** is often a busy place, with action in most spots. We took a quick ‘overview’ for one day: 1 September.

Within the building are eleven cars: some under active restoration, some taking a hiatus, three are in for servicing. With a steady cash and labor flow, work continues. Some projects require substantial sums of time and money, while others can be handled in a few days with minor amounts for materials.

In the last Shop report, we noted that “It’s all volunteer” is something we often hear; but to be absolutely accurate we have both a great group of volunteers and a crew of four full-time-equivalent dedicated employees working with and filling in the gaps in the volunteer staff. Without the volunteers and the enthusiasm they bring, the projects we all do would take far more time and labor.

**Narcissus – Car 14 of the Portland-Lewiston Interurban.** A double-truck, arch-windowed, mid-western style car from Laconia Car Co., 1913 (Fund no. 816). Narcissus currently occupies the centerpiece of the Shop; the one from which virtually every visitor asks, “How long will it take you to finish it?” This ‘gem in the rough’ is undergoing extreme rebuilding.

Logic would suggest we come up with a schedule and cost estimate to answer these questions. But we’re finding as we go that this car was exposed to a lot of weather during its 20 years of operation and 36 years in private hands, despite the efforts of the Vallee family to protect it. Dan Vallee spoke of all the patching and caulking his dad did, but the bottom line is that wood trolleys are very fragile, especially when they’re motionless. Operation creates enough of a breeze to reduce the amount of moisture that accumulates. However, just a tiny pinhole leak will let water wind its way down through the structure and settle in the exposed ends of the posts around every bolt and the bottom framing. unprotected nails, screws, bolts and other hardware were spots for rust and exfoliation to begin.

With this in mind, we reached some curatorial decisions made necessary by serious corrosion problems:

- Replace virtually every piece of ferrous hardware. We’re finding that the original iron wood screws have rusted to the point they have only a memory of threading. So we’re going with stainless steel for most of them even though these are as much as 6 times more expensive than ordinary zinc-plated screws, but they will last. The bolts that are often encapsulated when passing through a wood block, where the moisture remains and the shanks ‘neck’ down to nothing, often break with the twist of a spanner. Replacements can be galvanized (this creates some later problems in screwing on nuts) or sand blasted and painted with durable two-component polyester coating (e.g. Awlgrip) and should be square-head or carriage bolts. All the car’s original nails are iron and most are seriously compromised, but the rust buildup is such that they can’t be pulled out without a struggle or leaving an ugly scar where they once were.

- Steel bars (channels and I-beams in #14’s case) are often used to reinforce the long wood beams as well as give an easy means of fastening hardware. As above, we have found that even on rot-resistant woods such as the southern yellow pine (SYP) they used on #14, the moisture does its dirty work, with the rust forming in the interface between wood and steel. (It should be noted that if wood-to-metal the fit is good, with the surfaces given a good coat of paint, there is little corrosion or rot. One of #14’s heavy angle-iron bumpers came to us in excellent condition, but the other, because of its orientation on the car while at Sabbatus, has large holes and thin spots which will require it to be replaced.

[For those of you who always wanted to know: exfoliation is a form of intergranular corrosion which involves selective attack of a metal at or adjacent to grain boundaries. In this process, corrosion products are formed, forcing metal to move away from the body of the material and giving rise to a layered appearance. Exfoliation is also known as layer corrosion or lamellar corrosion.]
• Steel sheeting as above, but because it is much thinner, it will rust through. (Fortunately there is very little of this on #14.)

Some significant corrosion problems weren’t discovered until recently as they were hidden under other frame members—usually wood—forming the side sills. These 40-ft. SYP beams are extremely important because, with the help of trusses, they tie the whole floor area together. As we looked down into the area beside the channel, we saw some chunks of rust. As Ernie Eaton continued to work on it with thin punches and eventually the pneumatic needle scaler, we discovered the magnitude of the problem. Major portions of the exfoliated steel had built up, stretching the 5/8” bolts holding the wood beams to the channel and causing a wide gap. Finally, after an hour’s strenuous chipping, he dug out most of the pitting formed from exfoliated steel and the flat side of the channel, showing depressions up to ¼ in. Fortunately we have a good supply of 5/8” machine bolts all blasted and painted.

What to do now? First we made room by clearing out the stuff inside the car along the entire 40 ft. of the sills. This gave us room to work and exposed more “infected” areas from which we knocked off as much rust as possible. Those 102” through-bolts we have been able to exhume also must be replaced.

At the time of this writing Ernie Eaton is rounding up various opinions, including from those who replaced the side sill on open car 838 – shall we do only one side or both? How much higher should we raise the body? How can we leave it safely supported? What shall we use as blocking, considering where the car is and how long it will be there? Will it take more than two weeks before we have to move the car out of the electrician’s way? We do know that the replacement channel (C8 – 2.37” x 40’) will cost $350 each - $700 total. His very thorough and thoughtful analysis of how we’re going to get the sills out of their position in the car is rather sobering.

As we were doing this planning we discovered more extensive exfoliation in the bolster castings and between them and the bottom side of the channel. Up until this development, there was some doubt as to whether we should do it, but there is no longer any doubt: the rust must go!

In order to do this work safely we’re going to have to raise the body a few inches to clear the way for the Baldwin trucks and air compressor. It will be resting on supports around 3 ½ feet off the floor.

Up on the roof - The other part of #14’s restoration, in progress while the weather cooperates, is the roof sheathing. We found that it had been relaid with many of the nails not doing the job so it would have to be relaid anyway. Phil Morse spent a very hard week removing the 9/16” thick poplar tongue-and-grooved sheathing that came in various widths. As this was done we found damaged roof support ribs (steam-bent ash). The roof is supported by a complex framework, at the heart of which are the steel and wood combination “carlins” shown in p. 5 (the long view) in the July-August 2016 Report. That photo shows the carriage bolts, the vertical section of the carlins and the ribs still in place. Difficult to see in the long view are the ends of the ribs with their tenons, some of which are being replaced. Phil had a group of six high school boys preparing them for repairs, painting, and replacing of some of these upper roof ribs. For a while, we’re going to have a quasi-Dome-Car appearance with an unobstructed inside view of the new Shop roof. Others helping on this project were Linc Nickerson and Ernie Eaton.

The ribs had received a couple of applications of nails, which has split the ribs’ grain, so we’re filling the holes with West System epoxy. Most of the...
broken ribs were under the locations of the trolley bases. At the high speeds No. 14 travelled, there must have been considerable force exerted. Several ribs were broken and will have to be hewn from native ash and steam-bent.

This week, Rousseau Recyclers delivered most of the vintage poplar we had ordered last spring. Jim Mackell has milled enough of the various cross sections for the canvas/tack moldings. We are still awaiting the 1,200 feet of the pattern “C” to be milled, making the delicate tongue-in-groove stock to cover the curved section of the rounded roof ends.

Oops, almost forgot how splendid the illuminated clerestory looked, enhanced by the stained glass windows, temporarily installed for the “Teddy Roosevelt” celebration. So, we’re working in “exciting times” as Narcissus takes shape, and you’re welcome to participate, either monetarily from home or by giving some sweat equity and getting your hands dirty. More later in this exciting project as we decide on the path ahead—possibly with a detour now and again.

Boston Elevated Railway Center-Entrance double-truck steel-framed Motorcar 6131, G. C. Kuhlman Car Co., 1919, (Fund no. 576). The cooler months are coming so it won’t be long before we will want to work in the best part of the Shop—the “CE Box”. Right now this big “crowd-swallowing” car is being filled with components from other projects. When funding permits, we can complete the sanding and painting of the inside of the roof, complete the assembly of the vestibules inside and out, and fit and install the brass “Renient” window post caps. Danny Cohen will appreciate all the help you can give toward this iconic project.

Appurtenances – The early trolleys were beautiful to look at in and of themselves. But safety items soon were installed, often rather awkwardly, in the form of fenders and track scrapers. This ungainliness is actually quite interesting, giving the cars character, so that’s how we’re turning them out in Town House. (Frankly, I much prefer them to today’s sterile, almost generic LRVs.)

Manchester 38 came equipped with two Pfingst fenders, one of which disappeared over the years, while the other was in the process of rusting away. Christopher Kaye and Fritz Sanger (an annual volunteer with experience in welding and cutting equipment) set out to authentically improve the car. The original fender required a lot of beating, bending and heating before it would slide properly into the cast-iron guides. The other was made 100% new including rivets installed by Chris. They found that the mounting brackets and slide castings were not properly installed, and the correction thereof was rather difficult. But now #38 is “armed and dangerous” to anyone foolish enough to get in front of it.

One of the important steps in building these fenders is to form the rounded angles at the front, bending it so it ‘swings’ around smoothly. Using an old sawdust blower, with its frame consisting of a heavy plate, a circular outlet welded to the side, and a heavy steel bar inside, they were able to form the angle-iron frame. The slats were cut for us at Don’s Sheet
Metal. They carefully laid out the slats temporarily on the bent frame, and drilled them for the quarter-inch rivets. By this time Fritz had to leave (a bargain he made with his wife), so Chris had to do the riveting alone—I couldn’t believe how well he did it. Using the original hardware, the fender slid very nicely into the mounting channel. L & B 41 (Fund 754) also has Pfingsts (still to be started) and track scrapers ready for installation.

**Bay State car 4175** originally was equipped with a different sort of a basket fender, which we’ll call the “Bay State Special” (haven’t seen any others). We have no original plans but some pretty good photos from which a Masonite template was made as a guide to how it should be shaped. Sixteen original holes in each bumper (better known as an anti-climber) give some accurate dimensions. Unlike the Pfingsts of #38 and #41, this one has a big basket, folded down for use. Before he left Seashore for home in Joliet, Chris was able to fabricate one of the four mounting brackets on which the fender pivoted when it was let down. Using the Bridgeport milling machine and metal chop saw, he was able to make one that fits perfectly. While the originals were very likely to have been castings, milling was the best way for our situation. Using his training last year in welding, he got the bracket in place—it now assumes the role of pattern. We would love to have one of our volunteer welders copy the pieces of the first one to make the other three.

Keeping them running – We strive for a first-class appearance of the trolleys we operate for the visiting public, and each car is thoroughly inspected. So it’s a real downer for all involved, including Operations, when something gums up the works and the fleet is diminished by one. Open car Connecticut Co. 303 was sidelined because it wouldn’t move an inch without electrical frying sounds inside. The staff went back to work on other cars until the next day when it would be much easier with the pit available. Sharp eyes soon found poor insulation on a motor lead and a repair quickly made.

**ConnCo 838** is equipped with the oldest traction motors (Westinghouse 93, the first four-pole motors) we have in operation. Its big K-6 controllers are taxed to the limit so Ed Dooks has to keep them running. Between each of the 14 fingers in the controller is an insulating plate that keeps the arcs formed on one finger from burning through to its neighbor. Clearances between two fingers are tight and the arcs tend to erode the segments. We have found Saureisen high temper cement not only can patch holes, but also can build up the rest of the plate quickly and safely—no asbestos involved.

**Toronto Car 2890** - Jim Schantz reports that since the last report work on Toronto 2890 has focused on the interior. Charles Hughes assembled air piping and wiring for the engines that operate the center door. He and Danny Cohen made a good start on installing the reproduction advertising car cards, copied from originals the late George Sanborn had acquired from Toronto years ago. Jim Schantz installed new battleship linoleum on sections of the floor where the original had deteriorated. Ed Dooks began overhauling the car's controller repairing damage from arcing during operation.

**Around the Shop** – We want to thank Peter Wilson, along with John Petillo and Charlie Publicover, for replacing the ties under the shop yard switch going to tracks 1 and 2. With Peter’s big Ford backhoe, the job was quickly done.
Chris Randall is continuing preparation of the Shop wall to receive IT equipment, connecting the Shop to the Visitors Centre office and the outside world. He has framed the area so that end of the building can be finished. Along with that, Chris and Bill Pollman replaced the 600VDC line from end of the overhead trolley wire and ran it through new conduit to a main knife switch connecting to the long-inoperative sheet-metal shear. It was tested the other day and successfully sheared a sheet. We have really missed it and guarantee it will ease things in the sheet metal shop!

Roger Somers has supplied the DISPATCH with Operations Reports from both Kennebunkport and Lowell. These compilations of daily dispatcher’s reports give a snapshot of daily happenings that the dispatchers thought worthy of writing down. The following are extracts from those reports as chosen by the editors. We only picked a couple of items as for the most part other than cars used, crews on duty etc. any entries would probably be problems and those are good not to see.

**Kennebunkport -**

**Thursday, September 1 -**

“Organ Recital at STM” – The Incorporated Association of Organists, seventy-one strong, holding their 2016 Music Festival in Bath (hometown of their president). Arriving at 11:45 they were treated to a box lunch in the Exhibit Room, then boarded 303 and 5821 for the 12:20 run.

**Saturday September 3**

Today was a beautiful start to the holiday weekend. Continuing a project that Rob Gingell had started: cutting back those tall "cattails" on the West side of the railway that keep brushing the cars.

**STM-Lowell -**

**Saturday, September 3 -**

Massachusetts was well represented in the ridership as was New Hampshire, New Jersey, Florida, Wisconsin, Indiana and Arizona. As usual, we had some first time trolley riders who have lived in Lowell for a period of time and were just taking advantage of the opportunity. It was also interesting to note that some of the Lowell resident riders were originally from Nigeria, South Africa and Rumania.

One thing we found particularly amazing in the daily reports supplied by Roger were the number of Tour Groups that are being handled - especially at Kennebunkport. On weekdays these are running between three and seven bus loads per day. When you consider that a “normal” tour bus will have some 50 passengers this translates into 150 to 350 passengers who need to be efficiently handled by the museum staff and made happy if we hope to have the tour company and their clients back again. At the same time the staff has to make our regular walk-in visitors feel special and well treated. As Executive Director Sally Bates mentioned in her column the feedback from the groups has been outstanding. This gives great credit to the volunteers at Seashore - both those dealing face-to-face with the groups and those “behind the scenes” keeping things running. It is also a great credit to Sally who has worked endlessly to develop relationships with the tour operations. Both the Kennebunkport and Lowell operations are quite a piece of transportation logistics.

**Congratulations to all concerned!**
Books, books, books. Do you have railroad or trolley related materials languishing on shelves gathering dust? It is hard to part with these collections that have brought so much pleasure and information over the years. But the time comes that one starts thinking about finding new homes for their collections. The library and archive at your museum is one place to consider.

Over the past month we have received several interesting donations.

Long time Seashore member Vernon Davis and his wife had moved into a retirement facility in Hopkinton, MA and had an eclectic collection of material gathered over the years, including an under-floor trolley bell which he had saved for donation to the Museum Library. We gratefully accepted his material and the Restoration Shop was very glad to see the bell.

Member Kevin Farrell has also been generous in donating material. He recently made possible the donation of several boxes of books and labeled photo albums from the estate of one of his former clients.

Trustee John Arico, who works as a conductor the Boston Commuter Rail, in talking with one of his regular riders found that the rider was looking for a home for an interesting collection of books focusing on the history of the railroad and its effect on society and the country. John put him in touch with the Museum shortly thereafter the books were donated to the Library.

On Members Day, George Thing who for three decades worked underground for the MBTA maintaining one of the power stations brought a few small artifacts to donate to the Museum Library, including a framed diagram of a substation that had been presented to him at retirement.

Member Bill Crawford arrived at Members Day with a donation to the Library of three advertising car cards from the 1950s in pristine condition – a rare and welcome gift.

As we head into the time of year that the Museum is ending its operating season, the Library Committee becomes more active with meetings and workshops held on a monthly basis either at York County Community College or at the Visitor Center. We always welcome people who would like to join us to see how you might help in another aspect of the Museum. If you would like to be added to the notification list for meetings, please contact Karen Dooks at dooks@verizon.net.

In the meantime don’t forget to read The Main Line written by Ed Ramsdell which is available on the Library’s Facebook page (search: Seashore Trolley Museum Library) and on the Seashore website http://trolley museum.org/collection/archives.php. If you want to be added to the direct distribution list for The Main Line, drop a note to TheMainLine@ramsdell.com.

Karen Dooks, Chair

Welcome To New Business Members

Avita of Wells: state-of-the-art assisted living community, which focuses on memory care.

Pink Dog Estate Sales LLC: full-service estate and moving sale company that walks you through the process from planning to final clean-out.

DISPATCH Staff - The DISPATCH editors are looking to expand the magazine’s content. We can use photographs of goings-on, material, columns (regular or intermittent) and such. So if you have a willingness (an urge even) to be a photographer, writer, columnist or whatever please let us know - dispatch@neerhs
**Happenings Outside of Seashore -**

Bits and pieces that come our way-

Between August 13 and September 18, 2016 Amtrak’s Downeaster played host to the GREAT DOME on Amtrak’s “Downeaster.” Amtrak’s last (and only) dome car was built by Budd in 1955 for the Great Northern Railway as GN 1391 "Ocean View." Seashore member Bill Crawford and wife Carol decided to take a ride to Portland and when boarding the dome they found Seashore members Ed and Karen Dooks, Jim and Lori Mackell and Randy Leclair on the same trip! Bill provided the following picture and information.

![Bill Crawford, Karen Dooks, Jim Mackell, Randy Leclair & Ed Dooks](image)

**From the Editors’ Desk**

Thank you for all of your comments on the first edition of the revised DISPATCH. We are digesting these and looking for more - we upped the font size a point and are considering other. There was a fair amount of comment as to whether the DISPATCH should be one column or two - especially in the electronic edition. Please do let us know any suggestions you have, what you like, what you hate and everything in between. Also - we want you! See DISPATCH Staff on page 9. DISPATCH Material submission deadlines are the first days of odd-numbered months.

Norm Down & Ed Ramsdell  dispatch@neerhs

**MISSION STATEMENT**

The Seashore Trolley Museum, a primarily volunteer not-for-profit organization, is the operating entity of the New England Electric Railway Historical Society. The mission of the Museum is to present a living history of public transportation relevant to North American life through community-related educational programs. The Museum shall collect, restore, preserve, exhibit and demonstrate the operation of significant transit vehicles with emphasis upon traditional streetcar and interurban service, including rapid transit, trackless trolley and bus service with select worldwide comparative representation. The Museum shall provide a repository for artifacts and information of an educational and historical nature relating to the origin and development of the transit industry and its contribution to modern society.

Membership Dues:

- Student, military, Disabled, Retired over 60...$30
- Regular Membership..... $35
- Family (1 or 2 parents, up to 4 children).....$50
- Grandparents (1 or 2, and up to 4 Grandchildren....)... $50
- Sustaining Membership ....$60
- Contributing Membership .. $120
- Museum Patron. $ 600
- Museum Benefactor.. $1200
- Life Membership..
- $900 Note: Life membership dues will be placed in the Permanently Restricted Endowment Fund.

Membership Secretary Mark Weinberg asked that we note that the dues for 2017 will soon be coming due. If members send dues in advance of the due date this will save the time and expense of sending out reminders to the membership. Please also note: Any questions concerning membership, including payment of dues, should be directed to the Membership Secretary at the Museum Office.
SUCCESSION PLANNING FOR SEASHORE

The Board of Trustees is engaged in discussions about succession planning in an effort to preserve the future of our Museum and its management. Succession planning involves mentoring, teaching and training members in the values and goals the museum management has worked towards over the years by working side by side with individuals currently working in a given position(s). This prepares the individual to carry and improve on these values and goals into the future as the current individuals in those positions retire or move to other endeavors.

In order to move forward with these discussions it is apparent we need to better understand our members and their goals and aspirations for their future within the organization. So, we are launching a program to canvas our membership and determine your interest and goals to help guide the museum in the years to come.

So what are your interests at Seashore? Is it curatorial, the collection, public outreach, fundraising, railway operations, volunteer coordination, safety, information technology, parts, grounds, track, overhead wire, electrical, restoration, building construction, accounting, promotion, education, special events, docent, publications, library functions, exhibits or your choice? Seashore has many opportunities too numerous to mention. Are you interested in a leadership role? Get involved now and grow with the Museum and learn about a particular aspect of what it takes to makes Seashore tick from the folks who are now working in a particular area. There are several of our management opportunities where there is only one volunteer doing the work when one or two more would help improve the workload and the timeliness and quality of the work being done. Or maybe you have skills that could help us with one or more of the needs at the Museum. Come and share your expertise and help us to do a better job.

If you care for the Museum and wish to see it grow and prosper for many years to come, please get involved and help make it happen.

Please complete and return the the form attached at the end of this DISPATCH and let us know your thoughts and ideas or email if you don’t want to tear off the back page.

Thank you for your help,
The Board of Trustees

MEMBERSHIP INFORMATION

As you all know this is our second edition of the DISPATCH with both and electronic and print versions. With our first electronic distribution it was evident that the membership records contain many out-of-date email addresses. This happens for many reasons - changing carriers, moving and such and telling Seashore about it probably isn’t first on our minds. If you did not get an electronic copy of the July - August DISPATCH on or about the fifth of August this means we do not have a correct email address for you. If you would like to correct or add your email address in the records please send the information to the Seashore Membership Secretary at seashoretrolley@gmail.com.

Also - We received a lot of communication concerning the electronic version and a majority of these members asked that they only receive the electronic edition in the future. We are working on this but it isn’t happening with this edition. However if you have such a preference, or the reverse - print only, please let us know so we can factor this into future plans. There is no intention to eliminate either but if you don’t wish to receive one or the other we will try to accommodate. Please let us know at dispatch@neerhs.org.

Dispatch p.11
SUCCESSION PLANNING
How would you like to apply your interests, experience, and skills as a Seashore Trolley Museum Volunteer?

First Name _____________________________ Last Name___________________________
Street Address________________________________________________________________
Mailing Address_______________________________________________________________
State (abbrev)_________Zip code____________________ Email___________________________
Phone (home)_____________________________Phone (other)________________________

Please note all areas of possible interest to you:
Docent    -    Musician/Singer/Performer -  Special Events - Audio/Visual
Museum Store and Visitor Center - Committee Involvement (for your interest)
Volunteer Services & Administration - Membership Services
Administration - Sales / Promotion - Fundraising - Trustee
Information Technology- Social media - Websites
Buildings & Grounds:
Carpentry, Electrical, Plumbing, Building Maintenance
Roads and parking, walking paths, lawns, gardens, forestry
Railway Operations (Operator/Conductor) - Restoration Shop - Yard shifting
Curatorial/exhibits - SafetyTrack, Overhead wire, electrical
Library/Archives - Museum Publications
Training (internal) - Education (public) - Other

Coursework and /or training related to your area(s) of interest:

Experience / Interests related to Seashore volunteer areas

Might you be interested in a leadership role at the Museum, now or in the future? _________________

What else would you like to tell us about yourself?

Please complete the above and send to:
Mike Curry - Volunteer Coordinator (volunteercoordinator@neerhs.org),
Sally Bates – Executive Director (director@neerhs.org), or
Any board member (listed on page 2 of Dispatch)
Mailing address: Seashore Trolley Museum, P.O. Box A, Kennebunkport, ME 04046
The Electric-XTRA -

As the DISPATCH’s readers are probably sick of hearing by now this is all still a work in progress. The new (this issue) Electric-XTRA section is to take advantage of the fact that electrons and the internet are relatively inexpensive. The DISPATCH’s print version is constrained by the cost of paper, printing and distribution and there is always extra, time-sensitive or late arriving material that is interesting but for one reason or another doesn’t make it into the DISPATCH. So this addition to the the experiment - an extra section in the electronic version with some of that extra stuff - will try to build on that fiscal reality. Hopefully the readers will find bits and pieces that are interesting.

Pumpkin Patch 2016

Matt Cosgro and his wife Jessica Vanco sent in a report on Pumpkin Patch and following are excerpts from the report -

First and most important, I just want to say thank you to all the volunteers who helped out with Pumpkin Patch this year. I'd like to especially thank my wife, Jessica, for her help organizing the event, coming up with new ideas, and getting things prepared with me year after year.

It takes a lot of support from all corners of the Museum and from the community to make this event possible. Our shop works hard maintaining the fleet, our railway operations volunteers provide a wonderful experience for our visitors, the yard crews make it possible for us to get Pumpkin Patch equipment to and from the field, the volunteers that clean up the Meserve's Crossing platform for use, the staff that work behind the scenes in the store and office that support the event, and the volunteers that help with the event-day activities of Pumpkin Patch. In addition to all of us at the Museum, we should give our thanks to the boy scouts from Methuen Troop 51 and the students from Thornton Academy for their help with the carnival games during the event, Kennebunk Savings Bank for their sponsorship of the event, and Pumpkin World for taking good care of us by putting the pumpkin in Pumpkin Patch. We are all forever thankful of the Wentworth family for allowing us to use their land for the event.

For those unfamiliar with the activities at the pumpkin patch and wondering how so many people can be involved, it's more than just going for a trolley ride and grabbing a pumpkin. One new addition this year included a professional face painter that was available all four days of the event. Many of us remember in years past, having face painting at the pumpkin patch was directly related to how many volunteers we had and if any were willing to unleash their artistic talents. Also new this year were family games that are free to play. We had a bubble station, Kerplunk, checkers, and Jenga. Throughout the event I saw many families enjoying these new features and parents showing their kids how to play these games for the first time. We also had a raffle over the course of the event for a LEGO Ferris Wheel. Mike in Arundel ended up winning the kit - good luck to him with putting the 2,500 piece kit together! We also had pumpkin mini-donuts, chips, apples, water and tote bags for carrying pumpkins available for purchase. Also set up at the pumpkin patch was a table for creating your own postcards. This station had blank cards with outlines of popular characters that visitors could color and finish the scene. When I had a chance to see how things were going, it appeared the adults were having just as much fun coloring as the kids! So visitors wouldn't have to worry about carrying pumpkins with wet paint, pumpkin painting was available at the Visitor Center.

This year was a tale of two weekends. The first weekend saw hot, summer-like weather on Saturday with a relaxed pace and a washout on Sunday. When the second weekend came about, the weather was crisper and reminding us what fall is really like. With the fall-like weather, also came stronger numbers and busier days for our volunteers.

So from us and the visitors, thank you to all the volunteers that help make Pumpkin Patch possible.
Nothing says Fall more than a field of pumpkins!

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**Visitors From California**

Doug Carrier who many of you know as a Trustee and advocate for Lexington & Boston St. Ry. 41 - John Stephenson Car Co. (1901), plus as an excellent pancake chef, dropped a note concerning the recent visit by the nephew of Ray McGowan who owned L&BSR #41 as a diner. Dr David McGowan and his wife Susan were in town from California and visited Seashore. Dr. McGowan became a life member two years ago and has been very generous in support of the project. The McGowans took Doug and his girlfriend Ashley White to Noonan lobster in Cape Porpoise. (I want the pie and ice cream!)

Mrs. and Dr. David McGowan, Doug Carrier and Ashley White

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Out Front at Seashore

Delaware River Port Authority No. #1023 - J. G. Brill Co. (1938) Rapid Transit “Bridge” Car has at long last been relieved from standing “guard duty” at the front gate of Seashore. On September 24, 2016 Massachusetts Bay Transportation Authority SLRV No. #3424 - Boeing Vertol (1977) was moved to the front display track to take the place of #1023 assisted in the move by a Boston Type 3 (St. Louis Car Co. - 1908) and Blue Line 0600 cars (Hawker-Siddeley - Canada - 1978).

Here is the happy crew involved, along with many others over the weeks and months of preparation, in a less than easy move.

John Donnelly, Doug Carrier, Brandon Barlow, Jake Foley, Eric Gilman

Transit Day - October 8, 2016

ED Sally Bates submitted the following comments on Transit Day -

Volunteers worked hard to prepare for and produce an outstanding program, and everyone involved should be very proud of their contribution.

The variety of cars moving was dazzling. One reviewer’s comment says it all “There was actually so much running that there were actually too many things to ride in one day! If you want to see/ride all the museum has to offer, then come on Transit Day.”

We’re delighted that attendance was strong, and visitors stayed a long time to enjoy “the show”!

Sally A. Bates, Executive Director

Massachusetts Bay Transportation Authority No.#0622 & #0623 - Hawker-Siddeley Canada (1978) inbound on the mainline.

New York City Transit No.#7371 American Car & Foundry Co. (1957) (Carries number boards of other retired cars - 7435/7370 etc.) and New York City Transit No.#932 St. Louis Car Co. (1964)

Montreal Tramways Co. No.#2 - Montreal St. Ry. (1906) approaching Morrison Hill Station

MTC No.#2 passing Delaware River Port Authority No. #1023 - J. G. Brill Co. (1938) Rapid Transit “Bridge” Car “resting” after being relieved at the front gate.

Wishing everyone an enjoyable Halloween and Happy Thanksgiving!

The editors

A personal apology - sorry for the delay in this electronic edition - Some technical hiccups that slowed things down. My fault - not Norm’s.

Ed R.