SEASHORE AT THE AMHERST RAILWAY SOCIETY RAILROAD HOBBY SHOW

Eastern States Exposition Fairgrounds (The home of The Big E)

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THE AMHERST RAILWAY SOCIETY RAILROAD HOBBY SHOW
January 28 - 29, 2017
Seashore was at the hobby show - Clockwise from the upper left:

✦ A Corner View Of The Seashore Display
✦ Library Chair And Librarian Karen Dooks “On Duty”
✦ The Narcissus Restoration Display
✦ Dan Howard Working Out Front

THE NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY
KENNEBUNKPORT, MAINE
Thank you to all our members, volunteers, donors, visitors and employees for helping 2016 exceed our expectations!

- Our group tour business was even more robust in 2016 than in 2015, placing increased demands on people, facilities, the fleet and work vehicles, in hot, dry weather.

- Completing the Town House Restoration “Shop Top” construction project added complexity not only to the shop functions, but also to the Yard Crew’s work.
Permitting for the Fairview Barn Expansion project is complete. Tom Santarelli shouldered the heavy task of getting the project to this point, and led urgent cleanup efforts to accommodate construction equipment.

As with any non-profit, our needs outstripped our financial capacity – demanding careful prioritization, heavy volunteer engagement, and creative solutions. While we haven’t completed the year-end closing process, we can say that the General Fund net income in 2016 was positive!

Dispatch Staff - I want to thank Ed Ramsdell for accepting our request to become Dispatch Co-Editor, for transforming processes, and for producing the new electronic version. Thanks also to Norm Down for welcoming Ed aboard. But producing Seashore’s official newsletter 6 times a year is a big job and we need and invite broader participation—photographers, reporters, and more!

Contact dispatch@neerhs.org if you want to join the Dispatch Staff as either a regular or occasional member.

I also want to assure you that your Board of Trustees is serious about Leadership and Teamwork. Board meetings have become increasingly focused and productive. Individual Trustees strive to put the well-being of the museum ahead of personal preferences, and are united in their support for projects in the “Preserve, Protect, and Present” Campaign. Committed to looking forward, the Board has scheduled the first weekend in March for Seashore’s next Strategic Planning retreat.

Looking forward to 2017:

- We expect about the same amount of group tour business as in 2016.
- Finances will continue to be challenging as we work with aging assets.
- We will be raising admission prices in most categories (the last across-the-board increase was in 2012.)
- We expect to find a way to work on the Fairview Barn repair / expansion.
- In support of attracting and retaining members, we’ll re-energize the brand, marketing materials, and website. Speaking of marketing materials…we need more really great photos! Do you have shots you are willing to share of people enjoying time at the museum? If so, please email them to director@neerhs.org along with your permission to use them, and how we should credit the photos!
- We need more Volunteers in 2017! In addition to Operations, Restoration, and the Dispatch we need more volunteers to:
  o work on new fund-raisers for the General Fund
  o be visitor center “hosts”
  o assist with regular grounds work and special cleanup projects
  o distribute marketing materials
  o assist the track crew

✦ Dispatch p.3
...and more! You’re Seashore’s best spokespersons to recruit new members and volunteers. Will you invite others to join the family as members and volunteers? Contact volunteercoordinator@neerhs.org or director@neerhs.org

ANNUAL MEETING

I hope that many members will be able to attend!

New England Electric Railway Historical Society - Annual Meeting Saturday, April 29, 2017

The full schedule isn’t yet established, but will include rides from the Visitor Center to the Town House Restoration Shop for ceremony in celebration of the new “Shop Top”.

Additional operations will depend on the condition of the track.)

"Official" activities are likely to occur at the following times:

- 10 am - Visitor Center opens - Coffee/tea available
- 11 - 1 Voting for Trustees
- 11:30 – 1:30 Lunch Service Available
- 1:15 - 3 Officer Reports
- 3 Election Results Announced
- 3:30 - 4 Board of Trustees Meeting
- 4 - 4:45 Closing Reception with light refreshments

**Check trolleymuseum.org for updates.

Sally Bates,
Executive Director

Operations

ITS ALMOST TIME!

2017 Requalification Dates
The SERY requalification schedule for the 2017 season has been scheduled as follows:

- Dispatchers and Instructors: Saturday, April 8
- Operators: Saturday April 22 OR Sunday, April 23

† Dispatch p.4
Things are getting better in Town House Shop. Every time you come up, you will be that much closer to being able to work better than ever before. A lot of thanks go to Ernie Eaton, for his practical knowledge of oil burners, and to Branch Brook Fuel's Technicians. When you come into the wood shop downstairs, you will often hear the rumble of heavy furniture, the screech and rat-a-tat-tat of the screw guns overhead. When you finally make it upstairs, it will be hard to move about because of all the activity. This afternoon as I write, Jim Mackell and Dick Avy, upon finishing the painting of the new ceiling of the varnish room, said it is almost ready for occupancy! The crew of Jim, Dick, Tom Tello and Eric Gilman is led by John Melanson. Because of fire regulations heavy 5/8 in. sheet rock is securely fastened over the 12 inches of new fiberglass insulation. A major component of the job is the replacement of most of the upstairs wiring and light fixtures. With input from the Town Building Inspector and working beside and in conjunction with Bill Jewett, our Electrical Contractor, we’re sure everything will be up to code.

As of today (11 Jan.) the new ceilings are up in the sash and varnish rooms and the Signal Department’s shop. This includes ‘mudding’ (covering with joint compound) the joints and screws. After they are painted, shelving and work benches will be constructed, making room to properly arrange and store things in good order. We’ve already noticed the improved insulation in this so-far icy winter of 2016! Meanwhile, Chris Skulski has cleaned off many of the downstairs walls and painted them white, making it dazzlingly bright. As soon as the weather is right they’re going outside for a bit to replace the mismatched, deteriorated Galvalume siding on the end of the Shop with new.

Chris Randall has been hard at work installing the lines to connect the Shop with the rest of the Museum’s IT. He and Bill Pollman also replaced the conduit and old wiring running to the big metal shear which runs on 600 volts DC.

It was great to see the Narcissus, 4175, and 41 move back to their reserved winter spots on the concrete floor.

**Portland-Lewiston Interurban no. 14 – Narcissus** (Fund no. 816): railroad-roofed, arch-windowed, midwestern style, heavy weight wood car built by the Laconia Car Co. in 1913. Many shop-related projects and cool weather meant that not much could be done on this now, so the next part of the whole project has been taken out of hibernation – the replacement of the long side sills’ channel iron, where disintegration and exfoliation are doing their dirty deeds. Ernie Eaton spent the warmer part of late fall loosening bolts that will need to be moved once the car is up on jacks. The necessary beams and jack stands have been gathered for the lift. Soon to arrive is a new jacking system, with four hydraulic jacks that can be coordinated with
a central manifold and its hydraulic pump. This will be used to lift #14 and many other cars that require removal or installation of trucks.


Thanks to some initial contributions and the repair of our heating system, the “best seat (spot) in the house” is now the scene of much activity. We have just brought our records on 6131 up-to-date by issuing a Curatorial Report covering 14 April 2016 through 1 January 2017.

We had the two main reservoirs for the air brakes specially made. These are hung right next to the No. 1 truck adjacent to the ‘radiator’. They are connected with the air compressor on the inflow side and the braking system on the outflow side. They proved to be rather awkward and heavy, but with Rob Drye and Ernie Eaton’s help they are now solidly in place. We plumbed them as close as we could to Kuhlman’s original scheme, including the special, hard-to-find 1-in. 90º union elbows. Some of the other pipes had to be disassembled to get the tanks in and will have to wait until the car can get on the pit to give access to them.

Ernie MIG-welded and ground the sheet metal post covers around the ends of the car, helping give the car a better appearance on the ends. They’re held together right now with bolts, but we expect to replace them with authentic hot rivets. We’re also completing the installation of the riveted angle iron stiffeners forming the top of each of the five front-end sashes.

We found the remains of a nearly-forgotten feature in the same area: the cast iron pulley with a rope reaching from inside the cab, over the pulley and hooked on the Libby fender, which the motorman could use to pull the fender up and away. These fenders were a ‘flash in the pan’ in the C-E cars’ lives, as they self-destructed on other vehicles in their way. So after about two years the Elevated removed the pulleys on most of the cars, covering the rectangular hole with a screwed-on patch. We have at least one pulley and one patch, so we can display both. They can be represented as a liftable ‘Bay State fender’ (my term) by a new one being created by STM Shops, as shown in the photo of Bay State 4188.

Laconia Car Co. made extensive use of Agasote for the interior car headlining and wainscot panels below the window sills. It is hard and tough; not as smooth as Masonite (now found as “hardboard”). The part along the sides was sharply bent over a form into panels about 8 ft. long. When the car was converted to sanding service, four openings were cut in the roof containing chutes through which the sand was dumped into the bins in the car. When Doug Anderson rebuilt the exterior side roofs he replaced the missing wood ribs and put in entirely new panels of two thicknesses of ¼-in. Masonite. We have removed the rest of the curved panels; despite some rough edges and missing sections, we feel it can be re-used as a genuine part of the original. As we did when we fabricated those panels for cars 1227 and 4175, we will soak them in warm water and bend them over a form.

Running the length of each ‘quadrant’ of the car and along the base of the clerestory are long pieces of Honduras mahogany, in generally good condition. But we are running into a problem that the author recalls finding in the Type 5s, 0300s and 0700s where the finish was originally shellacked, then followed by several coats of varnish. This turned into the “Boston alligator” (my name for it) after it was painted in the standard Elevated “cherry”

*Dispatch p.6*
enamel. We really hate to cover up all that beautiful wood. The problem is finding a close match to the ‘real’ mahogany with a substitute (in our research we run into the term frequently). We did notice that the hidden sides of many parts were given a coat of ‘warm’ reddish stain so we will have to get some matched for that.

Another decision that needs to be made is what color the currently ‘white’ areas should be. Under the trim strips we found a real contrast between the recently exposed ‘creamy white’ and a bright “white-white”. The tongued-and-grooved center ceiling area seems to have all been the whiter white.

Much of that area was stripped by sandblasting one and a half years ago, primed with white Awlgrip epoxy, and filled with Awlfair, a pink-colored epoxy fairing compound. This was then sanded again, but with a better tool: a Fein Mastertool, which has a triangular pad, shaped like a flatiron, enabling you to get into all the corners. Its only problem is that it’s heavy—quite a chore to hold it overhead for a few hours at a time.

One of the biggest ‘time sinks’ in a restoration is the window sashes. When 6131 is completed there will be a total of 70 sashes, including the clerestory. When 6131 was converted, they retained 44 sashes, and filled in the area of those 20 upper and 20 lower window side sashes to enclose the two big sand bins. All of the sashes need rebuilding to some degree but the 40 side sashes will have to be completely replaced as they disappeared in the conversion. One of the significant costs is the glass, depending on what type we want to use. The standard 1/8 in. glass (DSB) costs $4.55/sq. ft. Another option is laminated safety glass: 1/8 in. at $11.05 or ¼ in. at $11.43/sq. ft. The total ranges from about $700 up to $3,136 for the ¼ in. laminated. Fortunately quite a bit of the glass remains in the other sashes, and that can be cleaned and reset.

Many of the Boston cars feature renitent post covers and mating brass channels on the sashes. In practice the 17-gauge channels are either extruded as in Cleveland 1227, which produces sharp corners, or folded into a U-shape by bending, as found in many of our Boston cars. We will be contacting Don’s Sheet Metal in Biddeford to see if they can do it. We will also need mahogany or a substitute for the frames. To lift each sash we need to find or fabricate the bronze latches and lifting handles, likely needing to have them cast. And, of course we will need quite a bit for the replacing and repair of the window sashes as well as miscellaneous pieces of trim torn off by the Elevated’s shop crew.

The 16 clerestory sashes with ribbed glass and the Perry Ventilators are a ways off from being installed, but would make a manageable project for someone. (Anybody interested?)

We mentioned the renitent post covers. We have been very fortunate that Randy found the 25 Sept 1917 patent application and detailed description for “Railroad Car Construction”, as they called it. Your author remembers the late STM member, Dick Lane, recalling his younger days in Philadelphia by demonstrating how slickly they worked in our car 62. Seashore ‘scrapers’ managed to remove those remaining in 6131. For our purposes in 6131 there are two styles: the rectangular ones for the side sashes and the larger ‘spayed out’ style for the cabs. Because many of the covers were removed and probably scrapped, we are going to use some of the smaller rectangular size to make up the difference. Some are the correct 46 ½ in. while several will have to be spliced out to that length, using cut-off sections from some surplus covers, probably TIG brazed.

When finished, the covers will be held to the inside edge of each T-post by special clips fabricated by Lloyd Rosevear, then permanently fastened by riveting.

Another feature not found in the patent, but showing clearly in 6270, is the provision of passenger signal buttons, found in many of the post caps. The few that survived in 6131 were nearly corroded and rotted to the point that they wouldn’t have served even as patterns, so we borrowed a couple from 6270. We have purchased all the materials including Bakelite for the frame, phosphor bronze for the contacts and various brass screws and nuts.

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complete the kit. They're small—this is a job someone could do in a few afternoons with machinists’ tools, here or at home. We need 24. Anybody interested?

Stanchions and straps – One of the things many of us can remember about trolley-riding as a ‘strap-hanger’, is reaching up and hanging on as the cars lurched around curves like the one coming into Park St. Station after passing through what was once known as Scollay Station. They are hung from long poles anchored to the bottom of the clerestory roof with fancy cast iron brackets. We found a few straps from another kind of trolley for a pattern, and at least 3 choices for the style of the brackets. The stanchions at the center ‘well’ are 1-in. tubing with a porcelainized area at hand height. In the C-E cars they’re also needed to hold up the roof. They have some special fittings which give them character.

Wiring – Most of the wiring for the traction motors under the car is complete, but there is still a lot in the upper section. The trickiest work is for the lights, where the wires run through a thin sheet steel channel, connecting with the light sockets by special fixtures, of which we only have a very few. The channel’s legs hang down so we’re wondering how we can keep the wire from falling down and getting tangled. There is also a sheet metal piece covering the channels. Most of this metal is disintegrated and/or in need of serious sand blasting. Leaky roofs were the culprit. The late Gerry O’Regan produced a whole series of drawings of the various circuits e.g.: control, passenger buzzers, signal bells, etc. When 6131 was converted much of its wiring was removed and a lot re-routed, especially with the change from its original GE PC5 (multiple-unit-capable) control to the single-unit K-35, which was simpler to maintain. The K-35 was in it when 6131 came to Seashore. For convenience we used the Westinghouse ABPC control.

We have posted copies of Gerry’s drawings and photos of the relevant equipment near their sites in the car. We have to be careful of how we run the wire so it isn’t in the way when it is installed.

**City of Manchester II**

Much has happened on this project. The truck, with its self-contained electrical system, has been moved to the RedFern Boat company’s facility in West Tremont near Mount Desert Island. Randy Leclair and John Melanson traveled there to do the initial work needed to mate the new body to the truck. Randy reports that the truck is in place under the body..

Back at Town House Shop, Rick Ruel and Dave Fletcher are busy machining the Lyon Brake handle mechanism, shafts, ratchets, and mounting gear. The first two of these will be used on this car; subsequent copies will be used on 41 and 4175.

Rick, who is a toolmaker at Pratt & Whitney, has been volunteering in the shop. He brings his knowledge and his professional approach to the project. He enjoys working with our older, non-automated, machine tools and has been sprucing them and the machine shop area up. He has also helped update the tool set with the purchase of a used indexing head for the milling machine.
Claremont Electric Railway overhead line car 4 (homebuilt by Claremont), this very homely example of railway
car service equipment is essential for keeping our network of overhead wire in safe operation, and to minimize
annoying dewiring. It was loaned to the MBTA to help them through a crisis when one of their own line cars was
put out of operation in an accident.

New switches for the Shop.

Recently on a Friday morning when there were only two of us in the Shop
a 40-ft. trailer truck drove in with 4,500 lbs. of heavy steel on a pallet—two
new switches to replace the ones we got from the Sanford and Eastern
(Maine) Railway for the Shop’s tracks 1 and 2. They were already worn
out when we got them, having been purchased by York Utilities (Successor
of the Atlantic Shore Ry) from Boston’s MTA. STM operators have
traveled over these switches under the watchful eyes of a shop-qualified
operator, as a derailment can spoil everyone’s day! Our new switches were
purchased thanks to a generous donation of a long-time member.

North Shore Line 415 - Steel Interurban Dining Car built by the
Cincinnati Car Company in 1926. This car can operate with others,
even at the head of a train, since it has its own control equipment.
Interurban diners were very rare and Seashore is extremely lucky to
have this example. After the car was acquired by Seashore the
original furniture was replicated by a manufacturer of hand made
customized furniture. However, funding is needed to undertake
more substantial restoration work on the car body. Tom Tello and
Eric Gilman report that they investigated the kitchen stove and the
refrigerator. Replacement parts were found for the stove and after
sand blasting 50 years of grease the newly renovated stove is
operational. Eric scraped and painted the rest room along with the
ceiling and Eric and Jim Mackell have repainted the entire exterior
and Eric painted a good portion of the interior ceiling and most of the bathroom. The interior dining area has
been cleaned and the J shaped sofa has been reinstalled.

Narcissus Project

Phil Morse reports that he and Don Curry will be doing a Narcissus/Portland Lewiston Interurban community
presentation at the Portland Public Library on Wednesday, 19 April 2017. It's a "bring-your-own" brown bag luncheon event. It will be held from 11:30
to 1:30 pm in Meeting Room #5 at Five Monument Square in Portland
(Congress Street). There is no entrance fee. Several Theodore Roosevelt-
related first edition books signed by the authors will be on sale and perhaps
some other items. All proceeds go to benefit the Narcissus project – Fund
816-A. More details to follow via Phil’s blog: http://narcissus1912.blogspot.com, and Facebook sites.
WHEN RAIL ENTHUSIAST MEETS THE STATEHOUSE

By NEERHS Trustee Herb Pence

We have all heard the put-down, “Oh, he likes trains because his Daddy didn’t get him an electric train when he was a kid!” There are many reasons adults flock to Seashore, the least of which is the lack of a Christmas Train. But what do Seashore’s members do with the knowledge of their hobby? Some write books (Ron Ruddell), some become transit consultants (Roger Tobin), some build replica streetcars (the Town House Shop Crew) and some advise governments on rail policy (Mike Lennon).

Although never a railroad or transit system employee, Mike has a wealth of knowledge about steam trains and their younger siblings, electric railways. A member since 1956, Mike has served Seashore as a Trustee for 17 years, he has been a shop volunteer, has worked on all aspects of infrastructure, and is the go-to guy for obscure information. In the last case, Mike will give you “the whole nine yards.”

Mike worked for a variety of businesses, always being a union man. His last employer was Anheueser-Busch, at the Merrimack, NH, brewery. There he was a member of Local 633, Teamsters. When he retired in 2001, Mike looked forward to a rail oriented retirement. Later, he married railfanette (ouch) Martitia Walker. Marty was Seashore’s first female Trustee, elected in the 1970s. It was a happy “coupling.” From 1981 to 1986, Mike was President of the Association of Railroad Museums. After taking his pension, Mike was elected President of the Retired Teamsters, Local 633. Not content to otherwise idle away his retirement time, Mike became involved in Operation Lifesaver, presenting the mainline railroad safety story at trade shows, hobby shows and to anyone who would listen.

Mike Lennon
Recently Appointed To The NH Rail Transit Authority

The State of New Hampshire has an organization called the NH Rail Transit Authority. Its purpose is to develop passenger rail service state-wide. Its focus is the establishment of Commuter Rail. Boston & Maine Railroad’s Boston to Concord, NH passenger service ceased in 1968, when Massachusetts purchased the B&M’s Commuter Rail assets. Although the route was covering expenses, The Commonwealth, at that time, did not wish to be in the rail business outside its borders.

In 1979, the Federal Railroad Administration established a demonstration project to see if underutilized freight rail lines in the U.S. could be upgraded to host commuter rail service. New Hampshire was selected as a test site. For 15-months, a British built Leyland National railcar was tested in service. At the end of the demonstration project, the NH legislature was asked to pick up the cost of continuing the Boston – Concord service. The Legislature declined. Thus began a 36-year battle to have the State underwrite the cost of passenger service to Boston.
One of the outgrowths of this endeavor was the creation of the NH Rail Transit Authority. It has tried valiantly and unsuccessfully against a recalcitrant Republican-led legislature to establish passenger rail service to Boston. The five-person board is composed of members representing various constituencies, one of which is labor. Mike was proposed for membership by his Executive Councillor, Chris Pappas, to Governor Maggie Hassan. She in turn nominated Mike to the full Executive Council, which approved Mike unanimously.

It is a long way from Christmas trains to the New Hampshire Statehouse. Seashore members are always ready to share their rail expertise for the better common good.

Welcome To a New Seashore Business Members

the Chef & the Gardener
www.chefandgardener.com
345 North Street. Saco, ME

TAPSNAPl076 - Photo Booth Rentals
Portland, ME

From the Editors’ Desk

PLEASE NOTE: LIBRARY NEWS AND PICTURES - We were a bit tight on space and rather than slice and dice the Library Report and accompanying pictures it is included in full in the ElectricXtra section that begins on page 13.

With this issue a change based on reader feedback is being instituted. Except for page 2 that contains the publishing notice about the DISPATCH and the list of trustees the publication is going to a single column per page. The two-column was somewhat traditional in the era when the print version was established. However two-column is a significant inconvenience to electronic readers as for comfortable reading a page is somewhat larger than the average computer screen and it is necessary to scroll up and down to read a page. One-column solves that problem and doesn’t appear to place any burden on the print reader. This received the most comments from the readers of the new DISPATCH.

Thank you for your continuing comments on the early edition of the revised DISPATCH. We are digesting these and looking for more. Please do let us know any suggestions you have, what you like, what you hate and everything in between. Also - The DISPATCH editors are continuing to look to expand the magazine’s content. We can use photographs of goings-on, material, columns (regular or intermittent) and such. So if you are interested please let us know - dispatch@neerhs. DISPATCH Material submission deadlines are the first days of odd-numbered months.

Norm Down & Ed Ramsdell  dispatch@neerhs
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.

The 2017 annual membership dues are currently due. Dues must be paid before April Annual meeting to vote. Please provide all information so we have correct information and make any changes. Make checks payable to New England Electric Railway Historical Society. Please also note: Any questions concerning membership, including payment of dues, should be directed to the Membership Secretary Mark Weinberg at the Museum Office seashoretrolley@gmail.com.

Membership Information
With the last (3rd) edition of the DISPATCH with both and electronic and print versions we are still seeing bounces from incorrect emails although far fewer than with the initial issue. This happens for many reasons - changing carriers, moving and such. Telling Seashore about it probably isn’t first on our minds. 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. The Membership Secretary is beginning to implement these requests so 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.

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 world wide 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.

Chuck Griffith Tamping McKay’s Crossing In Warmer Weather
(photo supplied by Don Curry)

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The Electric-XTRA -

As noted in previous editions the 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 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.

Karen Dooks, Library Committee Chair

This fall has been a busy time for the Library Committee. In October we had a book sale at Transit Day and we also spent a day cleaning out and rearranging materials in Containers 2 & 3 so that all books for sale are now in Container 3 and one more section of shelves can be accessed from both sides in Container 2. We are almost at capacity in all three containers.

Kenyon Karl took on the task of scanning to searchable files all the Dispatches and their related enclosures, annual reports, and other Museum publications. The Main Line and recent annual reports are already available in digital formats.

December brought another fund raising opportunity for the Library at the Hub Division of the NMRA Model Railroad show in Marlborough, MA on December 3 & 4. The weekend raised almost $400 after paying for two tables. Ed Dooks was a big help both days and Mike Frost drove down from Maine to cover Sunday morning.

The money raised from these book sales along with sales of used books in the Museum store supports Library activities and expenses throughout the year. It has been particularly important this year as the Library Committee voted over the last two months an additional $3000 to fund the completion of the scanning and data entry for the Wason builder’s photo and negative collection.

As you can tell from this article we have done fairly well in the fundraising department, but still have much to do, while trying to preserve as many funds as possible toward a new library facility. Donations to Fund 951 are always
welcome, whether in dollars, used books, or time. As our valuable collection ages, preservation and digitization become much more important.

Saturday meetings and workshops for the Library Committee will be held at the Visitor’s Center at Seashore since the Library at York County Community College will no longer be open on Saturdays. The meetings scheduled so far are:

March Meeting and Workshop: March 11, 1017 10AM at STM

If you are interested in keeping up with the Library Committee and its meetings, sign up to be put on the distribution list for the library meeting notices which include the agenda and minutes of the previous month. Just send an email to dooks@verizon.net to have your name added to the list. And of course, you are always welcome to attend a meeting or workshop.

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://trolleymuseum.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

Would You Like To Learn A New Skill?
by Jim Mackell

Or - Why can’t the broken window in XYZ be fixed in 24 hours or so?

Jim Mackell dropped us a note about skills available for the learning for which the Shop has a need entitled “Why can’t the broken window in XYZ be fixed in 24 hours or so?”

First, the window is removed from the car. This usually requires removing molding strips from either side of the window. These moldings are normally the same finish as the interior of the window sash and the sash, if necessary, will be refinished at the same time.

The window then needs to be disassembled. The fragile wooden strips or moldings that hold the glass in place are removed. Hopefully, they were installed with brass screws and come out easily. If they were nailed in place with steel brads, the molding is broken out with a chisel and the brads are carefully pulled to avoid damaging the sash. Steel brads rust. You will sometimes see rust weeping from a corner of a window sash that someone attempted to hold together with brads instead of glue. If the molding is reusable, it will be set aside. If not, new molding will be cut to length and finished to match the sash.
The broken glass is now removed. Measurements are taken for size and thickness. Any special features such as glue chipping, frosted finish, etc., are noted and replacement glass is cut or ordered as necessary. (Seashore has an enormous stock of glass of various types and sizes. We can cut our own glass, we can do glue chipping and we can also frost glass). The old putty will be scraped, sanded or chipped from the sash. Century old red lead based putty can be as hard as granite!

The sash is inspected for condition. Most wooden sash will fail first at the bottom corners where the lower tenons are located. These older windows were assembled with hide glue. Hide glue is still in use today for various applications because it’s strong and the surfaces glued can be taken apart in the future with steam or water. In the case of trolleys, water is our enemy! As the cars rock and roll down our main line, each sash is also rocking, rolling and racking. Tiny cracks invisible to the eye begin to let in moisture and the glue joints dissolve. These window sashes are taken apart, the tenons sanded gently to remove any traces of hide glue and then reassembled with modern wood glue. These joints are now stronger than the individual pieces of wood and will never come apart. Sometimes a century old sash cannot be repaired and must be replaced. New sash will be made in the wood shop.

If the sash needed to be refinished, it was sanded, stained as necessary, shellacked and then varnished with numerous coats of spar varnish.

If the sash was in good shape, the glass was held in with brass screws, the moldings didn’t break and the glass wasn’t anything out of the ordinary, it’s theoretically possible the sash will be returned in a day or two. Every other step required adds days to the process. Glue has to dry, shellac has to dry, stain has to dry and varnish has to dry. And with limited volunteers available in the shop, there are days when the sash will just sit waiting for attention. What can you do? Volunteer to help fix windows! It’s not rocket science and we’d be glad to teach you. Contact Randy LeClair if you’re interested.

Editors’ note - Jim’s comments on skills needed and skill training available reminds us that when we look at one of the wonderfully restored cars at Seashore and marvel at the skill of the shop we are really marveling at the many skills and many individuals that make it all possible.
My apologies to those readers who also receive the monthly library newsletter *The Main Line*. You will also see the following picture as the lead picture in that publication. I try not to use the same pictures in both publications but I was really taken with this image that Don Curry provided. I think the various roof types, materials, state of repair and so forth are both visually interesting and a different perspective. So anyway some of you are stuck with seeing it twice!

The view “over the rooftops” - that is Eric Gilman painting the roof of MBTA Type 3 plow #5106 - St. Louis Car Co. (1908). If I read roofs correctly that is the Narcissus - PLI #14 - Laconia Car Co. (1912) nearest the camera, and next right to left Boston Elevated Railway #396 - St. Louis Car Co. - (1900) and Lexington & Boston Street Railway #41- John Stephenson Car Co. (1901). To the right of #5106 is North Shore Line #755 - Standard Steel Co. (1930) and in the far left corner is Toronto Transit Commission Peter Witt #2890 - Ottawa Car Company (1923).
Happy 2017 from the Seashore Trolley Museum Store!

We have had quite a busy year with a lot of BIG changes. We have a new POS (Point of Sale) system to track inventory, as well as an amazing new webstore,

http://seashore-trolley-museum.shoplightspeed.com/

If you have not checked it out yet, we invite you to do so today! Members should enter MEMBER10 at check out to receive 10% off your purchase, (exclusion apply to memberships & donations).

To go along with our new computer system and our new website, we have added 100’s of new items. Cool gifts, new books and new clothing. Lot’s of great new toys, puzzles and games.

We are NOT just a book store anymore!! We have amazing jewelry, fun and classy barware, super cool custom items and fun gifts for anyone, at any age, any time of the year! The web store is 24/7/365 and always has something new to see as we expand and improve every week!

As always, thank you so much for your support. We appreciate every member and every sale very much. You help the museum thrive in many amazing ways! Thank you and best wishes for the New Year!

I will be attending the New England Made show in March of 2017. I meet with a lot of great vendors that have original designs and goods that are all made locally. This allows me to purchase amazing products that I cannot find anywhere else, most of which are customized specially for our museum.

I love to support these local artisans who it turn give me amazing products to share with you!

Thank you again for your support!

Sincerely,

Sherri Alcock
Visitor Center/Museum Store Manager