From the President and CEO

Jim Schantz, President and CEO 3/06/17

J. Schantz
Seashore Trolley Museum has engaged in strategic planning since 2009, periodically updating the plan in meetings facilitated by Don Evans, an organizational development consultant who is also the President Emeritus of the fast-growing and very successful West Coast Railway Association in Squamish, B.C.

The most recent update was developed over the weekend of March 4 to 5 with participation by the majority of your Board of Trustees, the 2017 candidates running for election to your Board, together with the VP of Facilities, Manager of IT, Restoration Shop Manager, and Executive Director. Working effectively together, these folks met the objectives of the retreat:

1. Express our MISSION statement in terms that will resonate with the public and support our fundraising programs:
New England Electric Railway Historical Society shares powerful connections between the past and present. We preserve knowledge, context, and resources for future generations by collecting, restoring, operating, and exhibiting significant public transit vehicles and artifacts.

2. Develop a TAGLINE to use on publicity, advertisements, and other public materials:
“Connecting people to transit history”

3. Articulate a VISION statement for 2025 (This is the “Long” Version that guides our strategies and work plans):
We continue the legacy of our founders by maintaining and sharing our world-class collections and knowledge with a growing membership, our many visitors, our communities, and the public transportation industry.

Our work is guided by our respect for the technological, aesthetic, and historically significant characteristics of our collections, and by our engagement with our audiences and community, in the past, present, and future.
We strive for the highest standards of professional practice in every facet of our organization, and to make our museum experience accessible to everyone.

Our capital improvement programs create improved capacity for collection management, storage, exhibition and interpretation, and responsible stewardship of our assets.

We invite and facilitate wide participation in carrying out our mission and perpetuating our legacy through our programs of engagement with supporters, members, and the giving community.

We developed specific strategies in each of the major areas of museum activities for which your Board of Trustees will track progress throughout each year, with updates noted in meeting documents. The Mission and Vision statements will appear on our lobby wall, and The Dispatch will be an ongoing forum for sharing news of our progress.

As we go to press, Don Evans is documenting the strategies and related objectives agreed during the planning session. The next step in the coming months will be for the board to assign specific responsibilities for implementing these objectives and determining the right mix of volunteer and staff to ensure the work is done. We will keep you posted with developments and invite your participation.

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**Shop Report**

**By Donald G. Curry**

1/12/17 Photos Supplied by Don Curry

Boston Elevated Railway/Metropolitan Transit Authority 6131 (Fund 576); Center-Entrance, steel framed, deck-roofed, motor car, Kuhlman-built 1919.

Because of its location in the comfortably heated “box”, otherwise difficult aspects of its restoration were continued. Additionally several members supported the work with their generous contributions.

As of this writing (20 March 2017), restoration of 6131 will have to pause owing to lack of funds. The plan we have been following for the last couple of years is that 6131 uses the box in the winter, and when the open part of the Shop gets warmer, work on the Narcissus resumes.

Since the cars’ arrival it has been planned to restore 6131 and 6270 to an impressive 2-car train. However, the center-entrance cars are complicated mechanically, electrically, and in construction. Moreover, they’ve had a long and hard double-service life. So we’re finding that the difficulty and cost of restoration is more than anticipated.

In 1953 the 6270 ended passenger service. The car appeared to be complete, did run, and could be a model for missing pieces. In 1974 the 6131 ended sand-car service and restoration began. Seashore received a Federal Institute of Museum Services Grant in 1984 for removing sand hoppers and rebuilding new steel side sills and frame.
So, what have we done in the past year with 6131?

A great start was made when it returned to its "residence" in 2009. Here’s what we’ve done so far:

- The under-floor control and traction wiring and air brake piping have been largely installed.
- The exterior body (and interior ceiling) has been prepared for final painting, plus, in general:
  - Body side T-posts have been riveted together
  - Clerestory ceiling is ready for final coats of primer and paint
  - Agasote ad panels have been removed for repairs
  - Flat ducting – prepared areas for new materials. DSM will fabricate these
  - Corner and cross-fitting and wiring for ducting were removed from no. 2 end and a wiring diagram was made
  - Support blocks for ducting were removed sanded, primed, painted, and re-assembled with stainless steel screws
  - Determined the two different ducting hardware types (Kuhlman and Laconia)
  - Made an inventory of sockets and parts
  - Auxiliary wiring circuits were laid out and wire preliminarily run to terminations

With the areas under the sides of the deck roof (monitor) relatively clear, we decided it was to our best advantage to lay these “focus points” and anchors. Meanwhile we’re still figuring the routing of the auxiliary circuits by making temporary wire loops fastened near their final routes. We’re still learning on a daily basis how the wiring was supposed run.

- Cab and side terminal panels have been constructed, brass hardware and labels installed

Because the motorman needed to keep his car ‘on track’ (so to speak), he was given minimum distractions in his cab so he could run safely. Therefore most of the circuits terminate around the conductor’s center step well. Very few wires run from side-to-side except for the ducting and buzzers at each end bulkhead. In each cab there once was and now again is a large terminal board; solid 1-in. poplar 16 x 21 in. with 30 terminals. Among other things they took care of the multiple-unit operating circuits with the cables coming up through the steel ‘crown sheet’ to the terminal board; then going out and down to the contacts on the Tomlinson couplers.
So they will have a complete oval of lights. They used a standard arrangement where they alternate, making it less likely to have a fully darkened area when one bulb in a string goes out. There’s also one more string - Cars 6131 and 6270, Head, Tail, Signbox and Emergency Lights.

- Buzzer wiring was re-taped and anchored
- Side areas in back of Agasote were cleaned
- Inside areas of letterboard were wire brushed and treated with P. O. R.
- Curatorial report for 15 Apr. 2016 - 16 Mar. 2017 was composed and is being distributed
- In-depth study and exploration of 6270 as a source of information is still in progress
- Two new air reservoirs were installed
- Inventory of window sashes of all types for 6131 is being made, including analysis of frame joints
- Renitent post caps were painted, set up for riveting, joints welded and smoothed
- Passenger stop signal push buttons-stock have been purchased and plans made for fabricating new ones
- Patent drawings and text for Renitent post caps were acquired
- Clerestory framework was repaired, patched and smoothed – it’s mostly ready for final prime & paint

REQUALIFICATION IS SERIOUS
BUSINESS
By NEERHS Trustee Herb Pence

Over the years, Seashore’s Requalification Classes have become more professional and focused. There is a serious purpose to these day long classes. When one is operating a real streetcar with a 600 volt overhead powering the car and steel wheels on steel rail guiding the car, little room for error is allowed.

In the past few years, classroom instructions, aided by PowerPoint presentations, coupled with hands-on outdoor activities, have been an improvement. The 2017 Requalification Classes continue this improvement trend. This article is based upon my attendance at the Sunday, April 23rd session. Several Seashore Corporate and Administrative Officers addressed the attendees as Elliot Kaplan, Session chairman, looks on.
attendees on various facets of the museum’s operation. After a welcome by Elliot Kaplan, the proceedings began. Roger Somers, Vice President of Rail Operations, reviewed infrastructure enhancements and some new opportunities for our visitors. Some will impact daily operations this coming summer.

Noticeable is equipment removed from Fairview Barn. Unfamiliar cars, long stored in the barn are clogging the rails. The building expansion requires working space for the contractors, displacing long stored cars. Hopefully, this work will be completed by Labor Day. However, there are two more phases to be completed, with less disruption.

Overhead allows our streetcars to be powered. To keep the overhead contact system where it should be requires poles. Twenty new poles are to replace a like amount, weary from decades of service. Roger said that each new pole costs $950.00, a financial opportunity to donate to the Museum. Along with fresh poles, Main Line signage will be refreshed. Gone will be “Brake Test” reminders, with a large letter “B” in substitution.

Our visitors have the opportunity to picnic at Talbot Park. Previously, only hikers, bikers and dogs could depart our cars. With the success of the hiking/biking program, Seashore is extending this opportunity to anyone wishing to experience rural Maine, circa 1904, when The Atlantic Shore Line opened. In a nod to contemporary life, each party will be required to have a working cell phone. Seashore cannot place a “chaperone” at The Park. Operators will get the details in a new bulletin.

“Defect forms” will be enhanced. Operating crews are encouraged to make a written report when even minor defects are found. Correcting minor defects keeps them from major defects that impact service.

Executive Director, Sally Bates, opened by saying she was impressed with the number of operators requalifying (65 Operators and Instructors attended the two classes. Video sessions, supervised by an Instructor, will be available to others). She also addressed developments relative to the newly redesigned website, growing IT use at Seashore, group tours, and infrastructure improvements.

Shop Manager Randy Leclair reported on expected car availability including the completion of the rebuild of Claremont Ry. line car #4 and its return to service.

John Mercurio, Education Committee Chairman, discussed the role of operators vs. docents. Both report to the on-duty Dispatcher and need to understand each other’s responsibilities.

Chet Gabriel reviewed the operating practices for hikers and, now, also picnickers. He discussed the bike rack,

Requalification attendees from left - Duncan Allen, Bill Rees, Mel True, Peter Haskell, John Mercurio, Paul McCaffrey, and Mike Frost

Requalification attendees from left - Tom Tucker, Fred Hassler, Duncan Allen, Ryan Boucher, Bill Rees, and Mel True.
designed for use on certain cars. Finally, the necessity of keeping track of people leaving the cars at Talbot Park. Miscounting such visitors can cause confusion and unneeded trips.

There were three elements, to the outdoor training program:

• Bill Mallory reviewed how to place a car into service, both in a barn and one which had been parked in the open. Children or adults touching the controls of parked cars can change control settings. There are established procedures for placing a car into service and shortcuts lead to accidents.

• Rich Pascucci instructed on the reverse, how to park a car. Using orange traffic cones, some participants tried to park No. 1160, without hitting the cones. There are all sorts of challenges to parking a car safely: avoiding fenders, trolley poles “kissing” each other, portable headlights and signs. Having a person on the ground, as a second set of eyes, is advisable.

• Tom Laroche demonstrated how to “back pole” a single ended-car when alone. This involved swiveling the pole 180 degrees, so it is trailing when the car is operated in reverse.

These classes sharpen operator’s skill sets and make for a safer operation and also importantly to the visitor experience more enjoyable and safe. More operators are needed, so if you have been thinking of taking a “spin” to Talbot Park on a trolley car, now is the time to step up to the challenge.

The Editor’s Desk

An apology - This issue of the DISPATCH was greatly delayed. Some personal difficulties on my part set us back close to a month and then it was so close to Annual Meeting that it was decided to delay the issue and cover Annual Meeting instead of reporting it two months later. This delay is all mine and not Norm’s.

Ed Ramsdell - dispatch@neerhs.org

MISSION STATEMENT

New England Electric Railway Historical Society shares powerful connections between the past and present. We preserve knowledge, context, and resources for future generations by collecting, restoring, operating, and exhibiting significant public transit vehicles and artifacts.

New England Electric Railway Historical Society was established in 1939 in Kennebunkport, Maine.
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.

HIGHLIGHTS OF THE ANNUAL MEETING (Excerpted from Secretary’s Summary) -

At the Annual Meeting held last Saturday, April 29, elected to the board for three year terms expiring in 2020 were incumbents Roger Somers and Tom LaRoche, plus James Schantz, who is returning to the board as a voting trustee after having served for a year as a non-voting senior trustee, and new trustee Karen Dooks. The appointment of Michael Lennon as a Senior Trustee by the trustees last January was confirmed by an unanimous show of hands. Trustee Recognition Awards were presented to Bill Pollman, Eric Gilman, Brandon Barlow, and John Donnelly. Sally Bates presented the Executive Director Recognition Award to Ed Ramsdell. Reports from officers were heard, including Chairman of the Board James Schantz, Executive Director Sally Bates, Education Coordinator John Mercurio, Volunteer Coordinator Michael Curry, Restoration Project Manager Donald Curry who is retiring as a paid shop employee but plans to remain active as a volunteer, Librarian Karen Dooks, Vice President of Facilities Tom Santarelli on the Fairview Barn expansion, Restoration Shop Manager Randy Leclair, and Director of Railway Operations Roger Somers.

At the trustees meeting following the Annual Meeting corporate officers were elected. In line with plans for succession discussed a year ago, Tom LaRoche was elected as Chairman of the Board, and Robert Drye as Vice Chairman, with Jim Schantz remaining as President (now President and Chief Executive Officer). In recognition of Jim’s years of service as Chairman, he was given the title of Chairman of the Board of Trustees Emeritus. Roger Somers was elected to the new position of Vice President of Rail Operations. Sally Bates’ title is now Executive Director and General Manager since she has been filling both positions. Sally was also elected to the Comptroller position since she has been filling that position also. Other current corporate officers were all re-elected.

Jim Schantz cuts the “ribbon” dedicating the work completed on Town House Shop 2nd floor. L to R Dana Kirkpatrick, Doug carrier, a guest, Jim Schantz, Chris Skulski, and Randy Leclair

Newly appointed senior trustee Mike Lennon with his wife Marty who was elected Seashore’s first female trustee in the 1970s.