Overhead Line Work Underway Lead By Member John Donnelly

Assistant Yard Master Eric Gilman provided several photos of John Donnelly working on the overhead. Eric noted that two pictures from when a bracket arm was moved from an old pole to a newer one, and one when an old wire hanger was replaced. All this work was done between McKay’s Crossing and Meserve’s.
Did you ever wonder what happens after the Regular Season wraps up?

Members know that restoration work continues on the Seashore Trolley Museum campus year round, but other functions remain busy after we close in late October. The focus for employees and year-round volunteers simply changes.

Here’s a glimpse of SOME of what goes on...

In November my own activities typically shift to include:

• preparing for two weekends of daytime and evening Prelude activities - getting ready to host guests and getting the publicity lined up. (It’s the last opportunity of the season to put our best foot forward!)
• BUDGETING! It’s that time of year to forecast the next year’s performance. (Several versions are prepared so this continues into January and beyond.)
• meeting with volunteers to critique the season just ended and developing
  ✓ next year’s Special Event calendar
  ✓ additional strategies to recruit volunteers
training program enhancements
✓ next year’s promotional plan

After 12/31 Bookkeeper Connie Garland and I are busy preparing year-end reports, closing the books, and preparing for the annual audit. Store and Visitor Center Manager Sherri Alcock orders the next season’s supplies for the Visitor Center and inventory for the store, and develops a staffing plan and hiring recruitment strategy.

Your Board of Trustees meets throughout the year, as do various standing committees.

Facilities issues never take a break. Harsh Maine winters dictate that we pay attention to what’s happening with our buildings and maintain access to them. Volunteer VP-Facilities Tom Santarelli spends countless hours removing snow in areas not covered by our outside plow contract and monitoring building conditions. He oversees the planning process on construction and maintenance projects year round. Fairview Barn expansion plans will demand a lot of his attention this winter, along with the ongoing challenges associated with a large campus.

Volunteer IT Manager Chris Randall remains “on call” to us all year, and also plans work projects for the following year. Director of Railway Operations Roger Somers heads up a monthly meeting with his key staff to get ready for the next season. Assistant Director of Railway Operations Roger Tobin is in the office several days a week throughout the off season.

Glowing customer reviews note the passion and talent of volunteers who interact directly with the public during the season. Just as important is the work done year round behind the scenes by the volunteers who keep the “machine” working.

I continue to be amazed at and grateful for the enormous effort that volunteers make to provide visitors with a great experience at Seashore Trolley Museum.

To all our Members and Volunteers, I wish you Happy Holidays and Best Wishes for 2017.

Sally Bates, Executive Director
Shop Report

By Donald G. Curry
10/29/16
Additional Material By Ernie Eaton

Photos supplied by Don Curry

On the move! The roof is tight and the lights are bright and the ‘house is packed’. Every car except 6131 and Birney 1 (which stayed in their neighboring ‘boxes’) moved out, mostly under temporary tarps.

This writer was extremely pleased when Narcissus smoothly rolled in to what will be a long-term spot on track one in good view of our visitors from the gallery.

The Good News: the new roof is finished and doesn’t leak a drop. For structural reasons it has no skylights but the replacement of the old lamps with ten state-of-the-art LED fixtures—way up close to the roof - is bright enough to flood the main hall, almost ‘sunglasses’ time.

In the upstairs workshop, the old wiring and fixtures were removed. Between Jim Mackell and John Melanson, things are coming back to operational. They’ve insulated the ceiling and walls, replaced the tired north wall sashes and built a new wall between the last two rooms.

Boston Elevated Railway Centre-Entrance motor car 6131 (Kuhlman Car Co. 1919). - With the change of season will come the shifting of projects into the heated areas. 6131 will have the various parts from other cars removed; then work on its body will resume. First we want to finish sanding and painting the white inside of the clerestory. Then the framing of the two cabs will be hot-riveted together and the sloping “anti-free-rider slides” will be completed. Other desirable work will be to repair the cabs’ wooden roofs. While this is going on the interior trim and woodwork will be studied and, if time, work will be started.

Those who have a fondness for center-entrance cars, need to step up and contribute to 6131’s fund (No. 576) to keep the job going through the winter so that the car can remain in the Shop until next spring. This fall’s work started on 7 Nov.

Portland-Lewiston Interurban 14. A double-truck arch-windowed, mid-western style, heavy weight wood car from the Laconia Car Co. 1913. Fund no. 816) Since our last report, the car has moved out of the way of the roofers and electricians and rolled back in. While this was in progress, work carried on as Phil Morse completed the removal of all the centre (monitor) roof sheathing: 3-in. face x ½ in. thick tongue-and-grooved poplar. During the winter we’d like to see some volunteers continue the repair work, necessary for its re-use. The last original ash cross-ribs were removed with only the Norway Iron centers of the compound carlines remaining in place to hold the centre span of the roof together. We will still have to make several new steam-bent ribs and repair the originals with epoxy before re-installing them with new stainless steel screws. The rusty carlines ribs are now wire-brushed and painted black.

We have been doing a lot of research on the 40 ft. long side sills, as to what goes into repairing the wood and replacing the steel channels. In his curatorial report on them, Ernie Eaton did a number of calculations to be certain it won’t collapse.

This week we started gathering the materials needed to support the car while much of its structural integrity is being removed. First were the five - five in. heavy
structural steel tubes, which we located, thanks to the efforts of Charlie Publicover and Chuck Griffith’s running the Pettibone to bring them from out on the property, back into the Shop.

The week before we had finished removing the wainscot panels under each side of the body, clearing the way for the steel tubes to be run across the body on the floor in 5 strategic places with 12 in. overhanging each side for the jacks and supports. Three of the tubes were 10 ft./6 in. long and two others were cut to that length from 14 ft.

We’ve now begun removing the multitude of 5/8 in. machine bolts, many of which were stricken with exfoliation ‘disease’ along the 40 ft. long side sill. Even on those bolts whose nuts came off, driving them out through the sill proved very difficult. So, to work up some body heat, we started drilling out the heads.

The matter of seats

One of the very important functions of restoration is finding the money to do it. In addition to your responses to reports or appeals, fortunately, there are trolley/railroad restoration funds that have been supportive. Writing effective applications is very time-consuming. Phil Morse is one of those who has had success. He has asked us to help gather together the necessary information on the materials for the fabrication of a set of seats for the Narcissus.

As soon as we started researching we discovered that we really didn’t know for sure what they were except that they were built by Heywood Bros. of Wakefield, Mass around 1912. We have made many seats for our cars such as 70, 639, 1227 and 4175 but all of these had some components and photos which provided enough guidance to what was original. The seats we made for San Francisco’s No. 1 required some imagination because the ones Brookville sent us were not all from that car so there was some question about how we could do it accurately.

The information we have is from O. R. Cummings’ books on the PLL. There are brief descriptions of the seats such as “20 reversible transverse and two longitudinal corner seats, upholstered in green plush and accommodating 44 passengers.” With the Narcissus we soon found that there were several possible ways to go. We have three existing photos of the interior but they are taken looking down the aisle, which means we never will know with confidence what’s in some areas. But there are some obvious clues: On the wainscot panels under every window is a clear imprint of the seat’s side frame including where the screws should go. On the floor on either side of the centre aisle are the oval shapes in the remains of the paint and the pattern of screw holes where each the seat pedestal was mounted. The photographs show the type of brass walkover seat handle it had. We have accumulated some of these.

Some time in 1960 the writer visited Mrs. Vallee, then living in the house ‘built by the Narcissus’. She took me out back to a shed in which she said there were some trolley seat cushions and that they were probably from that car. They turned out to be from at least two cars of different eras although both were upholstered in green (plush) mohair in two shades: a greener (forest?) and a more olive one. They were definitely the walk-over type as shown in the photo but the backs had a ‘head roll’, across the upper third instead of the plain backs in Narcissus. First thing that Ernie and I did was to examine trolleys in our collection that might furnish a pattern. We looked in 38, 62, 70, 610, 4547 and one seat from the Boston Revere Beach & Lynn. This last has the wooden arm...
rest with proper decoration and ornamental side supports as shown in the accompanying photo of sister car Arbutus.

The seat that struck us as being the most adaptable is The Wheeler Seat made by the Heywood Bros. Time was short (for the grant deadline), so we carefully removed and disassembled two frames from car 38. We took a set to each of the two foundries from whom we get ferrous metal castings with the instructions that we needed the setup costs for each plus the cost of casting for as many as 44 individual pieces to make a set of fully functioning walk-over seats and frame. One foundry is a smaller operation that tends to make castings using the originals as the pattern while the other is a production shop which uses separate patterns created by their two experienced pattern makers. Depending on how the costs break down we will likely split the order based on what the companies have done for us to date. Because the wood armrest assemblies used by 14 cover the aisle end, we will not use the original Wheeler end as a pattern, but will turn the ‘blank’ (wall) side around, making 44 of the same style, and definitely in the spirit of the time.

One of the details that we are considering as we study each component in detail is the ‘quick detachable’ back requiring the removal of only one screw on each side vs the fixed back which requires the removal of several wood screws in the arms holding the backs in place. 38’s seats are the latter. Also its ‘arms’ are more decorative and longer while the detachable ones are stubbier and hidden inside a hollow casting that also reinforces the seats which take quite a beating when changing ends. It was only after much staring at the photos that it became obvious that 14’s seats were the ‘quick’ kind as were those from Mrs. Vallee. So we sent original parts from those seats to the foundries for their estimates. (This will also mean the patterns for the arms will have to be smoother and shorter.) As soon as possible after the castings are made, we will re-assemble 38’s seats.

We looked at 4175’s seats, modified from Illinois Central RR seats, and discovered they were the ‘quick detachable’ kind which we didn’t know until now. But we kept the IC seat arms as they came. Fortunately that’s what the Bay State used in 4175 and they look just right. (There’s quite a story on what we, with help from the late Fred Perry, created.) Check the website to see if it’s already there—if not I can get it to Rich or Peter to put it on.

Detail-by-detail, we’re finding a pretty good summary of what goes into the seats. The bottom line at this point is to apply for the grant, then spend it so as to get the maximum leverage from it. Help Phil keep the fund full!

755 Chicago, North Shore & Milwaukee arched-roofed high-speed steel interurban Standard Steel Car Co. 1930 (Fund 784) – This car has been the object of interest to Eric Gilman with able assistance by Tom Tello for four years. Since it came to Seashore in 1964, 755’s illusory ‘silver liner’ paint job has deteriorated with the ‘silver’ being overshadowed by rust. This writer remembers how effective the shadowed silver was; it made you want to slide your hand up the side to be certain that the shading was not three-dimensional.

This week Eric and welder Cam Alcock carefully ground away the deteriorated spots around the No. 1 end and started on No. 2. They replaced the rust with new steel, welding in a tricky pattern to go around the multitude of rivets. The other area with significant deterioration they attacked was the ‘crown...
piece’. The front ends of the cars are sharply rounded, enabling them to snake their way around the tight curves of the Loop in Chicago. The construction is a flat horizontal steel plate, riveted to the end frame of the car. This area was covered with wood about 3 ½ in. thick, forming a ‘rust sandwich’ which had to be removed. First the old steel was removed by burning and grinding. Then a new piece of ¼ in. thick steel was cut to follow around the front, flush with the anti-climber. It is all supposed to be held together with 5/8 in. round-head rivets driven in, but without the equipment of the Standard Steel Car Co., that would be near impossible. The solution is to use ‘button-head’ socket cap screws which will be strong, and which have a head very similar to round-headed rivets. They’re also far less hazardous to install. Walking by the car, as you look at the area you would be hard put to find where the deterioration used to be!

Tom added that the missing door latch mechanism for the left exit door was ordered about four weeks ago. The mold and castings were still available at Adams and Westlake Co., the original manufacturer. We ordered two left side (one for a spare and one right side as a spare). The cost was $669.00 each with a wait time of 12-16 weeks.

**NJT PCC 5** - Work on finishing the interior has just restarted.

**Keeping the fleet running** - With the huge increase of tour busses we have also seen more failures in our operating fleet. Fortunately we have increased the slim base of available cars from one or two to as many as seven which could be used in regular service. What happened to several cars this summer are intermittent failures—often electrical that can’t easily diagnosed.

**Intermittent problems are Intermittent**:

[The title seems redundant but sometimes you need to remind yourself of this fact when attempting to troubleshoot a problem that comes and goes. Sometimes the problem comes and goes between steps of the troubleshoot and that can be really confusing.]

When you have intermittent problems and they all produce similar results, it can be confusing. It’s even more confusing when different circuits are affected but produce similar results, leading you to think the problems are in some common circuitry.

**For instance:**

Boston 5821 failed to move on several occasions this summer. Sometimes just returning the controller to the zero position and trying again would "solve" the problem. Sometimes the problem was more persistent but confined to one controller/end. Other times the car would simply not move.

This Type 5 Boston car has a Line Breaker installed under the car. It acts as a high current relay that connects power coming from the trolley pole to the motor controllers at each end of the car. The Line Breaker also detects excess current draw and acts as a circuit breaker. An air driven plunger trips the over-current breaker when the air brake emergency stop is deployed.

Fairly quickly the line breaker was suspected of failing to deliver power to the controller. Use of a wooden wedge to force the line breaker’s relay closed allowed the car to be moved and confirmed suspicions. Now the trick was to determine why the line breaker didn’t work reliably.
At the shop a couple of frayed wires connected to the line breaker were discovered and replaced. The car ran for a while then failed again. Back in the shop resistance measurements were taken between the trolley pole and points along the path to the controller. Results seemed to imply a problem that would have had different symptoms. Probing the old connections up on the roof is problematic because corrosion can lead to false readings. We decided to use a "bug" to power up the car to verify that what we were seeing were false readings. Curiously the car functioned normally when operated at either end so it was decided to take the car out to see if the problems could be reproduced. Several starts/stops were performed with no issues so we asked for clearance to take the car out on the main line. We rolled forward thru the switch, switched the trolley pole and waited for the word to go. But when the time came the car went nowhere. Several experiments were performed in an attempt to identify the location of the failure. This time the problem was not related to a particular end. With the wedge in place we headed back to the Town House Shop and the pit.

In the end several things were found and dealt with:
- A fragile ground wire at the line switch was repaired.
- Screws securing the S2 wire and related metal block were worn resulting in unreliable connections. Threads were cleaned and tapped deeper with new screws installed.
- The controller on/off switch at the #? end had high resistance and required cleaning. This likely caused some of the end specific failures.
- The ratcheting S1/S2 switch at the #? end was sticking and would often not engage when the control handle was moved swiftly from position 0 to 1. Cleaning and lubricating this resolved this problem.
- And last but not least a voltage dropping/current limiting tube resistor inside the line breaker was found to have an open circuit after the last test run. It appears that this open would occasionally fuse itself closed for a while only to fail again after being operated.

By Ernie Eaton

Operations - Increased mileage has greatly increased the number of ‘head-scratching’ incidents on the operating fleet. Some examples:

Connecticut Co. Open 303 (one of the real stalwarts of the fleet) sometimes wouldn’t go or it would go and the not, for no obvious reasons. (The dreaded ‘intermittency virus’!) After much time spent in examining the under-body wiring, we found the wiring going down to one of the traction motors was chaffed from being pulled across the top of the motor frame just too many times. (It is amazing to watch a truck move several feet to the side as it goes around one of our loops, especially the first time because everything is hanging straight.) Some electrical tape applied in the right spot took care of it!

Twin City Rapid Transit Gate Car 1267 had a startling blowup in its controller recently. It had been released for service and had run some but operations complained that there were sounds of electrical sparking therein which then were excessive. Inspection showed one finger and the surrounding arc chute had suffered and the car is now awaiting definition. As he measured the insulation resistance of the motors he found them in ‘kilo-ohms’ rather than the desired ‘meg-ohms’. He inspected the wiring and found no real problems but recommends cleaning and drying out all four motors before any operation.

The replica “City of Manchester” - The latest work is for Dave Marks, a maritime electrician who is working with us to complete the installation of the batteries and control for the City of Manchester ll. (It’s pretty impressive when you see all the connections made.)

Machinists Dave Fletcher and Rick Ruell are machining the castings made from patterns of the
Lyons hand brake for City of Manchester I to be assembled into a set of two.

Wheeling 639’s brakes behaved oddly to the point it was not safe to operated. The problem was solved by cleaning a small chunk of dirt in the supply pipe from the emergency valve to the operator’s valve.

**New faces around Town House** – Rick Ruell from Kennebunkport is a toolmaker at Pratt & Whitney in Berwick, Maine who puts in a couple of mornings a week. Currently, after beautifully organizing the metalwork shop, he’s machining new castings for the City of Manchester II. Peter Osgood from Belmont, Mass., was active as a young man and now, with great computer and organizational skills, is gathering electronically all the curatorial information on our collection. Rich Bates of Brunswick, Maine, continues to fill in the gaps of the historical information on the collection.

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**TRACK WORK**

On November 5th the Track Department undertook replacing rail and ties at McKays crossing. An invitation was extended to Seashore Trolley Museum members who wished to help out with the track work. It was very successful with a large group turning out for the track work. Participants numbered about 21 including Peter Wilson, Charlie Publicover, Doug Carrier, Eric Gilman, Jim Mackell, Roger Somers and Fred Maloney dropped by, John Petillo and his father and Phil Morse and 7 or so Thornton students. I’m sorry I don’t have a complete list but thanks to everyone.

Eric Gilman and Doug Carrier supplied some photo coverage of the work.
As we were going to press Charlie Publicover and Peter Wilson were assembling track volunteers for the weekend of Nov 12 & 13 to finish spiking and tamping at Mckay's Crossing.

More Facility Upgrade — how do you move drywall to the second level of the Restoration Shop in a driving rainstorm without having it arrive as mud pie?

In addition to his shop report Don Curry sent some pictures of drywall being delivered to the second level of the Townhouse Restoration Shop on November 3 in a driving rainstorm. This of course supports Murphy's law but also proves you can plan and defend against the bad outcome. In this case a delivery of material that doesn’t play well with too much water during a rainstorm. In manufacture the basic component (gypsum rock) of drywall is heated to drive off its water so although a little bit is added back in manufacture to make it harder you don’t want to add a lot at random. The folks delivering this stuff come prepared with lots of plastic sheeting - think plastic wrap on a very large scale.

In With The New

The Pettibone at work

Assembling the pieces

Bolting things back together

Photo by Eric Gilman

Photo by Doug Carrier.

Photo by Eric Gilman

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Welcome To New Seashore
Business Member

City Theater - 205 Main Street - Biddeford, Maine

So, What Are You Worth?
By Seashore Trustee Herb Pence

You’re on the platform. It is raining. Water is running down the back of your neck. The morning’s doughnut is a lump in your stomach. It’s cold, with an on-shore wind massaging your cheeks pink. You are a volunteer and you wonder why you are taking this abuse for a little red pin, next year, and maybe for someone to splash by and say, “Thanks.”

If you were getting paid for this job, what would it be worth? It is the rare volunteer who has not pondered this question.

“Volunteering is generally defined as unpaid work, of course. But it does have a quantifiable value,” according to The Boston Globe. The Globe published an article about an annual report prepared by Independent Sector. The report estimates, state-by-state, the value of volunteer work, based on production, non-supervisory income.

The following data is from 2015. When we volunteer in Maine, the hourly value of our work is $21.31. Multiply that by the number of working hours in a year, 2080 hours, and your work is worth $44,324.00. Move over to neighboring New Hampshire where the hourly value is $23.79 and the annual value is $49,483.00. In Massachusetts, the hourly value is $29.00 or annually $60,320.00.

Membership Secretary Mark Weinberg says that reported Seashore volunteer hours for 2015 were 19,550. Too many of our volunteers fail to report their hours — please remember to do so. If you multiply 19,550 hours by Maine’s hourly value of $21.31 you get $425,242. By that value measure, Seashore is an important part of the area economy, a detail missed by many people.

“A Note from the editors - As Herb pointed out in his article your volunteer hours are invaluable. The submission of those hours (pain that it is) is very important not only for personal recognition but also for the showing of strong volunteer support, which is essential in any pursuit of grants or other outside support for the museum. Being able to document volunteer support is absolutely vital for a museum such as ours. Outside grantors want to see evidence that we support it before they will do the same.”
From the Editors’ Desk

Firstly - We are pleased to announce that long time Seashore member Martin Graetz is providing the DISPATCH with copy editing support. Martin has longtime experience in the writing and editing arenas and we greatly appreciate his assistance.

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.

Membership Secretary Mark Weinberg asked that we note that the dues for 2017 are 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 Please also note: Any questions concerning membership, including payment of dues, should be directed to the Membership Secretary at the Museum Office seashoretrolley@gmail.com.

Membership Information
As you all know this is now our third 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 September-October DISPATCH on or about the 17th of October this means we still do not have a correct email address for you. One thing to be aware of - some members have found that their email systems are marking emails from the NEERHS as trash and dumping them. You may wish to do whatever is required to tell your system that such messages are something you wish to see. 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.

* Dispatch p.12
As noted in our last edition 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 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.

Don Curry submitted additional interesting pictures as part of his shop report in excess of what would fit the basic 12-page magazine. Following are some additional images that may be of interest to the reader:

Thornton Academy students sanding sheathing from the Narcissus (PLI #14)

Jim Schantz installing the motor-generator D.C. Transit (#1304)
Bill Pollman welding resistors

Rick Ruell setting up the City of Manchester II Lyon brake for turning.

Randy Leclair pointing at 5821 diagram

Charlie Publicover driving spikes in Shop Yard

Chris Randall working on installation

Dispatch p.14
In This Issue...

- DVD’s that have to go - at rock bottom prices, below cost!
- Books...Books...Books. Back issues of CERA & Morning Sun, Sold below cost, 50% off, $5-$20 off...and more...
- Children’s books, toys, games & gifts...Holiday Shopping Here!!
  (Order by 15 December, please!)
- 2016 STM Apparel!! New Designs!

Seashore Trolley Museum

Date: 11/01/2016
Daniel Tiger’s Neighborhood Books, Puzzles & DVD’s

* Happy Holidays DVD & Figurine $14.99
* Nighttime in the Neighborhood Book $6.99
* Daniel goes to School DVD $12.99
* Daniel Tiger Puzzle (Assorted) $4.99
* Neighborhood Grr-ific Game $19.99
* Neighborhood Bingo & Memory $11.99
* Welcome to Maine Street Game $19.99
* Reward Stickers $2.99
* Coloring & Activity Book w/ Crayons $4.99
* Color by Number Book $3.99
* Activity Book with Stickers $2.99

A new animated continuation to Mr. Rogers' Neighborhood, where all the original characters are now grown up with their own preschool-aged children.

© The Fred Rogers Company
GLORIOUS BOSTON TRANSIT
- Main Line Elevated $54.99 now $44.99
- Boston & Maine Trains & Services $19.99
- Boston Below $39.99
- Boston’s Blue Line $19.99
- Boston Trolleys IC V.1 $54.99 now $39.99
- Boston’s Red Line $21.99
- Streetcar Lines of the Hub $39.95
- Boston Depots and Terminals $39.95
- Boston’s Orange Line $21.99

GLORIOUS BOSTON FUN
- Ghosts of Boston—Haunts of the Hub $11.99
- Dirty Old Boston $30.00
- Drinking Boston $18.50

GLORIOUS BOSTON GIFTS
- Boston MBTA Salt & Pepper Shakers $19.99
- Boston MBTA Green Line Trolley Car $24.99
- Boston School Bus $7.99
Clearance Books and DVD’s

Members Delight!

We all love new stuff, so out with the old and in with the new! Get these classic, rare and out of print editions while they last, as we make room for a great new selection in 2017! Please see our website for more details and current inventory.

www.seashore-trolley-museum.shoplightspeed.com

Hard Covers at the lowest possible prices*

MORNING SUN BOOKS

REG $54.95-59.99 NOW $39.99 OR LESS

CERA BOOKS (Central Electric Railfans' Assoc.)

REG $20 - $65 NOW $10 $15 $20 OR 50% OFF!!

Transit Gloria Mundi, Charles Smiley, Ron Rail, Herron Rail, A & R, etc.. ALL DVD’s $10, $15, $20 OFF or Sold at COST!

STM DVD’s ~ $6.99 ~ $20 off

O.R. Cummings DVD ~ $10.00 off

*(MEMBER DISCOUNT DOES NOT APPLY TO ITEMS SOLD AT OR BELOW COST)
Or visit us at...
http://seashore-trolley-museum.shoplightspeed.com/

STM Gear...New Hoodies and Tee’s in 2016!

Price: $17.99  
Order: Ring the Bell  
Color: Seafoam, Butter, Lagoon, Blue Jean

Price: $12.99  
Order: KBPT-STM  
Color: White, Hot Pink, Black, Blue, Light Pink

Price: $29.99  
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All items come in sizes small through 3xL.

KBPT-STM Also comes in children's sizes S—XL.

Not all colors and sizes are in stock but will be re-ordered November 15th and will arrive in time for Prelude and Holiday Shipping.

Children Sweatshirts will be ordered November 15th and will arrive in time for Prelude and Holiday Shipping.
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Some very special toys for very special kids, marked down for the holidays! See full selection at www.seashore-trolley-museum.shoplightspeed.com

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