For those of us not used to hanging from a skyhook a bit of orientation: CSB- Central Storage Barn, FSB- Fairview Storage Barn, HW - Highroad Display Barn, RS - Riverside Display Barn, SB - South Boston Display Barn, TH - Town House Shop, VC - Visitor Center.

A DIFFERENT PERSPECTIVE

The above photograph by Seashore shop volunteer, pilot and photographer Ernie Eaton provides a different view of the Museum than most of us are accustomed to seeing. Here we are looking southeast across the built up “heart” of the museum. Obviously these are only the larger structures. The picture looks almost due east with the main line right-of-way running north-northwest between the two rows of trees towards the lower left corner of the image.
From the E.D.’s Desk

Sally Bates,
Executive Director

The 2016 season is in full swing and off to a healthy start. We continue to welcome substantial numbers of bus tours this season, primarily on Tuesdays, Wednesdays and Thursdays, and this pattern will continue through October. Despite perfect beach weather, our regular admissions are tracking closely with last year.

Have you heard that Seashore Trolley Museum is Down East Magazine’s 2016 Editors’ Pick for Family Museum? The magazine gave us great placement in their July edition!

• Speaking of “family” activities, today – Wednesday, July 6 – marked the first weekly “Seashore Trolley Story Time” in 2016. Every Wednesday a.m. in July and August, Volunteer Nate Randall, a/k/a “Conductor Nate”, warms up his audience with song, reads a story and then accompanies the group on their trolley ride.

• Families can also reserve the Museum for private events. As caterers and tent rental companies in this area are very busy during the summer months, it is important to make your plans well in advance. By utilizing the visitor center and a tent on the loading platform, we can accommodate seating for 100 people.

Seashore’s vast and varied vehicle collection deserves to be “called out” and enjoyed in ever-changing ways! That’s the concept inspiring our annual gala every August.

Martinis & Mad Men – A Mid Century Evening and Dinner on Friday, August 19, 6 - 10 pm will celebrate the 60’s... featuring cars, live music, a BBQ dinner and costume contests that conjure up that decade. A raffle table and an altogether good time will round out the evening.
If you love the Seashore Trolley Museum in the daylight, you’ll also love the way it glitters after dark.

To reserve tickets, call 207-967-2800 ext 111 or 101, or visit trolleymuseum.org to be directed to our on-line ticketing system.

Teddy Roosevelt Days return, August 5-7! Check out the details of this event that celebrates this great President and our connection to him via the Narcissus!

We’re working on the program for Members Day on September 10. To start the day, Trustee Doug Carrier will prepare a pancake breakfast (donations will benefit the Preserve, Protect and Present Campaign.) Doug’s breakfast on Annual Meeting Day was such a big hit that we asked him to do it again ... and we’re delighted that he said “yes!”

Stay tuned for details on Facebook and at trolleymuseum.org.

Karen Dooks,
Library Committee Chair

Since 2009 the Committee has worked to catalogue and protect the important collections of books, blueprints, instruction manuals, and artifacts that is in the collection at the Museum with more coming all the time. The Library Committee had hoped to be able to move material from the old library building into a new building but unfortunately the rigors of time were catching up with the load-bearing capability of the old building. The requirements for the safety of both volunteers and the collection required our vacating the old building. Over a period of about three years the library purchased three insulated containers and installed them along the service road. Humidifiers run in each during the summer although it is not possible to heat them. Shelving installed in the containers and materials, primarily books, magazines and blueprints were transferred into them. Photographs, slides, films, and other more fragile artifacts were stored in a rented storage facility in one of the mill buildings in Lowell, Massachusetts. Books and periodicals were sorted, inventoried and moved into the containers. File cabinets of records and other materials were transferred. Materials from railroads outside the greater New England area and duplicates were culled from the collection. Many of these were “coffee table” books and have provided a source of funding for library project materials through book sales.

Our current workshop activities are held at the York County Community College. Over the years the College has been very generous in hosting both Library Committee meetings and workshops at the college, as well as allowing space during the summers for projects such as the Blueprint project and Wason project. Amber Tatnall, the college’s Library Director oversees our activities on the campus. Small grants and donations have been received allowing the Committee to purchase archival materials and for hiring some student assistance in the various preservation activities including scanning and cataloguing the O.R. Cummings postcard collection and notebook collections.

Sally Bates,
Executive Director

Dispatch p.3
In the meantime we have been working diligently on many ongoing projects and publications, including:

- “The Main Line” library newsletter, edited by Ed Ramsdell, is in its 8th year of monthly publication.
- “The Trolley Parks of Maine” by Amber Tatnall with Randy Leclair and Doreen Rogan was published in 2014.
- 600 blueprints were scanned and catalogued during the summer of 2015.
- The Wason collection of 3000 original builder’s photographs and accompanying negatives for all the cars Wason built from 1906 to 1938 are currently being scanned and catalogued. Additional material on this project follows in the Preservation Spotlight report from Amber Tatnall.
- Cataloguing and scanning of most of the 48 volume set of notebooks postcards and photographs of Maine trolley systems by O.R. Cummings.
- Photographing and cataloguing of car cards.
- Adoption of a logo for the Library (as seen above) and purchase of a labeler and labels to use on appropriate materials for identification purposes.

Interested in helping with any of these projects? Please contact any member of the Committee or come to any one of our meetings. Dates and times are in The Main Line or available from the chairman.

And 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

Library Preservation Spotlight
by Amber Tatnall

Digitizing the Wason Collection

The STM Library has received two generous donations to support the digitization of the Wason Collection. This collection consists of 3000 negatives and their prints, documenting the cars built by Wason for railways in the U.S., Central America, South America, and China. The collection dates from 1906 to 1938 and has sample photographs from every order completed during that time period. Images include standard builders photographs, as well as interiors and exteriors of plant buildings and offices, and staff members.

The donations for this project supported the purchase of a new Epson V850 scanner (large enough to scan the 6” x 4” negatives), archival supplies, and the hiring of staff to complete the work.

Sarah Stefanik, who formerly worked on the data entry for the O.R. Cummings Maine Electric Railways collection, has returned as our Digital Technician for this project. She has been working on transcribing the information in the negative book indices.

Following is a page from one of the negative books. Note the negative number 15 in the book beside the Penn RR Congressional Ltd. dining car entry - this refers to negative and print no.15 (lower left corner of print).

Our friends on the Seashore Trolley Museum Library Facebook page have been very helpful in identifying some of the more puzzling entries. Sarah has also begun scanning and preserving the negatives. The project will be completed sometime in Fall 2016. Images and their descriptions will be made available online at the Museum’s gallery at Digital Maine.

Sarah Stefanik
Shop Report
by Donald Curry

Additional contributions by Jim Schantz, Rob Drye, and Chris Skulski.

Town House Shop - as we started our report two months ago, the good news is that the new roof is in place. A lot of trolley restoration went on during this period of change and improvement. We’ll try to catch you up on some of the projects.

Portland-Lewiston Interurban 14, double-truck arch-windowed, western style interurban Narcissus, Laconia Car Co., 1913 (Fund 816) To the un-initiated, this big car crammed into the Quonset Extension, (the narrow part of the southern end of the Shop) may seem to be in a state of chaos. This is because many of the components have been removed and are being worked on in the very crowded wood shop.

The Right-hand letterboard is removed, stripped of many layers of paint, now has the initial outer coat of 545 gray epoxy primer and stain (on the inner side). Fortunately these three lengths are in generally good condition and are the ‘real’ thing—vintage poplar—far more dense than what is available today, straight and clear. It is close to being re-installed, and held in place with 14 X 2 ½ in. (flat-head-slotted) stainless steel wood screws. (Note we are replacing a high percentage of original iron fasteners in the whole car. They have deteriorated to the point of losing their structural strength with only the swollen rust of their shanks doing the ‘hanging on’!) In many areas, especially on the letter board they are covered with ¾ in. poplar plugs, mounted in such a way to make their location after priming and painting, invisible.

Lower right-hand side roof sheathing - ½ in. thickness, tongue-and-grooved poplar in two and three-inch ‘faces’ and various lengths. All have been removed and will be patched where possible and replaced where needed with pieces milled from vintage poplar and also held down with stainless steel screws. These will replace the original nails because of the difficulty of driving nails into the repaired supporting ribs which may crack under a hammer. All of these end squarely over the vestibules which are sheathed with thinner 11/32” pieces.

“No. 9” sheathing t & g (two-in. face) These run tightly along the base of the arched clerestory sashes and also support the copper flashing fastened to them with a multitude of copper nails causing them to split beyond repair and exposure to water caused “dry-rot”. These will be milled from vintage poplar.

Lower right-hand side ribs and carline fillers (where the steel [Norway or Swedish iron] compound carlines are found). The latter had to be wire brushed and painted to stop further rust. Many of the deteriorated 3/8 in. carriage bolts holding the compound carlines together were replaced with new hot-dipped galvanized bolts and square nuts. We’re adding stainless split lock washers because the original nuts had come off, become lost and had fallen off over time as the wood shrank, letting the nuts loosen up. The ends of each iron carline are anchored by an old-style square-head half-inch lag screw and a vertical tie rod. Many of the ribs required patching with epoxy and a few made new to replace those which had rotted (Thanks Lary). The original nail holes have been filled with epoxy. Many of the hidden pieces were stained by Laconia, so we’re continuing it with matching new Cabot’s OVT alkyd stain.
Right-side arched clerestory facing frames are triple-layered (about 1 ¾ in. thick) with the visible inside layer of 3/8 in. mahogany—horizontal grained, inside framework of ash—vertical at each end and curved in the middle and lastly an outer layer of 7/16 in. poplar nailed to the ash core foundation. By their very geometry, the outer short-grained fragile pieces at the ends are doomed to splitting off. Phil Morse has carefully removed them and given them various treatments such as soaking and clamping between two boards to flatten them and cutting in small pieces, glued to the main piece. Where they are loose, they will be glued to the foundation layer. Laconia used hide glue and fastened them in with a multitude of small brads which would be difficult to do neatly so we will only use glue.

Copper flashing—right side (0.0216 thick) In order to access the deteriorated wood along the bottom of the clerestory, it was necessary for Phil to carefully remove the multitude of copper nails holding the flashing. He was able to successfully remove the entire 43-ft. fabrication in one many-jointed/soldered piece. To make it possible to be handled, it was un-soldered into shorter lengths for repairs. One of the reasons it is tricky to handle is its being formed into complicated shapes including the ½ in. x 12 in. ‘compound carline covers’.

Top of monitor roof — is also sheathed in with more 12 in. tongue and grooved poplar. In the centre, there is a large area that is open because of rot. Along each side the monitor extends about 6 in. beyond the clerestory by projections of the ribs running across the roof. The side is strengthened by the 1 ½ in square pieces of ash with the mortises, nearly all of which were re-usable. These are held by a mortise and screw at each rib. They continue down to the very end of the roof paralleling the big thick poplar blocks on either side of the vestibule - except for the sides of the no.1 end, they are solid. Ernie Eliot has reproduced them by steaming and bending them over a carefully constructed form.

Salvaging the original — As we removed the sheathing we found it to be a mix of pretty good to semi-rotted. We’ve been patching damages areas and holes with West System epoxy filler with their high-density (404) filler. This does an excellent, tough job if filling them but, because the wood itself is quite soft and tender; the disc sander removes the wood leaving the filled areas ‘high and dry’. So, on the next bunch of pieces we tried their (410 low density filler) where there is less difference in hardness and this sanded better.

Eyebrow windows — Recently Lary Shaffer brought down a big load of restored parts for the eyebrow (lower) arched sashes. Again, because of their geometry, the bottom ends of the sash frames have short grain, making them very fragile. In fact only one out of a total of twelve double-width originals survived for their whole length, at least giving an accurate pattern for replacements. By the clever use of shaper cutters including a corrugated-glue-joint cutter, the joints are stronger than original. (A big part of their fragility is the grain runs the very short way, so, if there is any shrinkage, the breaks will re-occur. Hopefully the vintage poplar has shrunk all it’s going to. Meanwhile Phil has scraped off all their paint in preparation for priming. Test fitting of a couple indicates they will be tricky with little or no room for error. They will go in place under the letterboards which we are still refinishing.

Vertical tie rods. As part of bringing the whole right side together we have installed the ½ in. vertical tie rods coming from the square nut set into the upper header, down through the hollow side posts and the lower body side sill. The coupling threads onto the shortened (after the deteriorated 18 in. section was removed) and then a heavy washer and nut, when tightened, will stiffen up that side, the left-hand side having been done a year ago.

On 12 June we moved Narcissus further in onto solid and smooth concrete—so we can then make sure the car is straight and ready for more body components to be installed as being able to roll the staging around easily.

Manchester 38 has one ‘basket’ and two sets of mounting casting and brackets. Lexington and Boston 41’s was long gone before we got the car but there is an excellent elevation drawing of all the platform equipment. Also we have had cast two new sets of cast iron mounting channels (using 38’s as patterns). This project will involve blacksmithing and riveting among other techniques. At this point, we’re thinking of how to bend the angle iron at the two front corners; to make a smooth bend?
Twin City Rapid Transit Company monitor-roof gate car 1267, Transit Supply Cc., 1907 (Fund 764) - As he has for many years 1267’s sponsor Doug Anderson spent much of his time on finishing touches, getting the car ready for service. This time he got other members of his family involved, all earning the right to be on the ceremonial ‘first’ ride piloted by Doug.

Because of dust in its storage area its roof looked ‘seedy’ so Doug’s daughter Maria Garcia and her husband Roger (commuted here from Washington state) took care of 1267’s canvas roof, a pretty tricky job because the lower sections of the car were recently painted. They applied two coats of specially mixed APCO alkyd stain Cordovan brown. Doug spent much of his time on a myriad of small touch-up projects, i.e.: finishing outlining of the striping and numbers, installing several trim moldings, painted and touching up the moss green and (specially mixed) Brunswick green stripes, the big fender and resistor box, moving the ‘mosquito’ netting (window guards) to the correct “pole” side and lots of other details.

Meanwhile under the car’s ‘gate’ side, Christopher Kaye has been working on the gate operating mechanism, carrying over from last year when he, with Fritz Sanger, got the gates back together. They were quite stiff and would be difficult to operate. An 18-in. lever to the right of the operator is on a shaft going through the floor to another similar lever linked to very long assembly, which in turn is linked to the six gates at the rear of the car. Despite all the work done to the car over the years, we had never disassembled them or figured out how the rod assembly worked.

Chris took it apart into four sections, each connected to the next by a special roller device, inside each roller housing. Said rollers turned out to be badly worn and falling apart. Fortunately they were still manufactured and readily available. There are four round couplings into the ends of each are screwed a threaded rod. These are encased in a tube about 1 ½ in. diameter and a foot long. To get this whole assembly including the six gates working has been difficult but after much adjusting, the gates work smoothly, albeit, requiring a bit of effort by the operator!

Adding to the ‘family aspect of the job’, Chris’ sister Katie put in her community service hours for Joliet (IL) Central HS by scraping, sanding and repainting areas around the roof monitor. There are still several other smaller projects which need doing before the car is fully complete but it can be used now for special circumstances. Today it was on the pit where its air tank received a hydro-pressure test (including painting it green), necessary for the safety inspection plus a bunch of other items on the list.

City of Manchester – single - truck, wood body, monitor-roofed parlour car, Briggs Carriage Co., Amesbury, MA 1898 – (Fund 620)

When it came to Seashore in 1952, it had no truck or controllers but its body was in generally good shape. Additionally it had all of its ornate ironwork panels around both ends. And, very important to its being able to move is the ability to stop—a set of brakes which it did have—combining the Brill 21E truck from Portland, ME and its own hand brakes.

We are now working in conjunction with Redfern Boats, near Bar Harbor, ME, to build an operating trolley using the C of M as the source of inspiration. We have the Brussels truck and motors; the stopping power will come from the hand brake mechanisms built as copies of C of M’s. The first thing that was done was to remove one of the assemblies and bring it to the Shop for study and copying.

Basically it’s a vertical shaft coming up from about 18 in. below the floor, up through the 3 in. ‘crownpiece’, up another 3 ft. to a very interesting assembly, capped by a 18-in brass gooseneck operating handle.

As we were examining the handle and cleaning it up a bit, very clearly a maned lion engraved in the casting emerged with “BRAKE HANDLE PAT APLD FOR” (we later learned by Charles D. Lyon of Lynn, MA)! With help from our loyal researchers Paul Boucher and Ernie Eaton (15 May 2016) we soon had in our hands patent No. 491,969 issued Feb. 14, 1893.

The agents for Lyon was the Consolidated Electric Mfg. Co. of Boston described the “LYON” brake handle “as invented to obviate the difficulties above all other forms of brake handles, and we can safely claim for its superiority, simplicity and strength over all other forms of brake handles.”
handles made or invented, and an entirely new principle. A revolution of ideas has placed it nearer perfection than any other like device known.”

Lyon states in the patent: “In my improvements, I have aimed to produce a handle such that the usual lost motion when moved in the direction to rotate the brake rod is obviated, and I have also provided a handle and co-operative hub and clutch of great strength and durability. . . . rollers will constantly be in clutch so as to enable the rotation of the brake shaft to be started at once and without any lost motion when the handle is turned. . . . It is a great desideratum to make the entire movement of the handle effective when the operator, having hold of it is moving the handle in the direction to put on the brake, as frequently the loss of a second or two results in the loss of life or injury to the person.”

The mechanism is composed of six individual ductile-TBD iron castings for which Enterprise Foundry has just completed the necessary patterns. After they are cast, all will have to be machined in various ways. Additionally there are five rollers and five small coil springs on each. The main shaft to be is basically a 1 inch rod pressed into the cast ratchet, then forged into the 1 ½ in. diameter shaft from below the ‘deck’ for the chain to the truck. Without some good-sized forging equipment and experienced craftsmen to do it, we’re going to need to step back (actually forward in time) by welding and shaping on a lathe and milling machine. A real mystery is how the upper and lower shafts become one with the centre-bored ratchet wheel not turning independent of the shaft. Ernie spent some careful study time looking at the ratchet wheel (at floor level) and eventually discovered the ‘key’ by using a small brass wire brush which made the joint so obvious to our recently blind eyes. (Actually it was a woodruff key between the floor-level ratchet wheel, that tied them together.)

The gooseneck is being cast in bronze by Mystic Valley Foundry in Somerville, MA. Its ‘head’ will be bored to take a ring to reinforce the head, keeping it from cracking. To reinforce this area a short piece of tubing 2.322” ID and 2.722” OD will be pressed into the head and machined to about 0.200 in thickness in which the rollers revolve. The 5-sided hub will have tapered openings for the rolls which will “constantly in clutch so as to enable the rotation of the brake shaft to be started at once without any lost motion when the handle is turned.”

We have ordered three sets of castings, two each for the C of M-2, L & B 41 and Bay State 4175. Ideally the most efficient way is all six parts to be machined in batches to save on setups. There will be turning, milling and forging involved—anyone interested in helping out? We would like to get the originals back into the “loaner” car so it can be used for special occasions.

**Boston Elevated Railway**
**Center-Entrance motor car**
6131 - G. C. Kuhlman Car Co. 1919 (Fund no. 576) This winter when funding became available, the car ‘came back to life’ and considerable progress was made. We would like to remind you that there must be a significant accumulation of funds available to get the restoration going in the late fall when optimum use of heated space is important. So, please help Danny Cohen’s project along now.

**Denver & South Platte**
**Railway Co. Birney Safety Car 1** - American Car Co. 1919. (Fund 664) - Report provided by Chris Skulski.

Thanks to the multi-year, generous support from the Edwin S. Webster Foundation, much work has been occurring to this car. Over the winter months John Melanson Jr. and Sr, finished the riveting on the east side, as well as squared the car. As that work concluded Chris Skulski, painted the exterior of the car on both sides as well as cab, with Axalta Imron Elite (formally Dupont) paint.

As the spring at Seashore rolled around Chris installed the long upper window sash on both sides of the car. On the west side, everything went smoothly as they were original sash, however the east side did present some problems. The east side upper sash was remanufactured at some point in time by Seashore, but was never installed on the car. When installing it became clear that some adjustments needed to be made. With the help of
Volunteer Ernie Eaton, Chris created a new splice to make the sash fit correctly. Once that was complete, Chris started installing some of the lower sash and interior trim pieces inside the car body.

Next, was to install the window guards on the east side of the car which were refurbished over the winter. The guards on the west side never came off, and were previously refurbished in place. However, we were unable to locate all of the hardware that was necessary to install them. Since we already needed to have some new pieces fabricated for the City of Manchester 2 project, we sent down a sample of the window guard hardware to be replicated by Mystic Valley Foundry in Somerville, MA at a very reasonable rate. We got them back quickly and the window guards are now installed on both sides of the car. On the subject of window guards, at some point we may put window guards over the operator’s window as well. The pictures we have of the car in Colorado had them, however when the car was sold second hand to York Utilities Co. (Sanford, ME), they were removed, as many Birney car operators have been known to do that.

If we decide these are needed to make the car correct in the D&SP configuration, we may need to locate or fabricate replacement operator window guards. Chris in his travels located a Birney car at the Electric City Trolley Museum in Scranton, PA which still has them, so we can get the correct dimensions to make new ones, should a search not find any used ones available for purchase or trade.

Operating Fleet - With the huge 40% increase in charter bus trips, the operating fleet requires more preventative maintenance. (Remember most of our cars were worn out and very tired before we obtained them and many of them have put in well over 50 years’ service here!) As of today the fleet available for regular use on this day consists of:

Regular Service - Connecticut Open 303, Dallas 434, Wheeling 639, Connecticut 838, Connecticut 1160, Boston 5821

On deck after inspection and necessary light repairs: Twin City 1267, Sydney 1700, 396 for the Highwood Shuttle

Special service after inspection: Montreal 2, Cleveland 1227, City of Manchester, Manchester 38

Cars close to completion but need labour and/or funding. Brooklyn 4547, Bay State 4175, Baltimore 6144. It should also be noted that space and labour are in short supply. We wish we had a way of consistently queueing the cars but ‘golden’ opportunities creep in and the queue becomes tangled.

There have been some interesting happenings as inspections were performed. E.g. Type 5 5821 had its roof painted as well as its trolley poles. When it came time to take it out of the Shop it wouldn’t go! After some head scratching the inspector remembered the safety feature many Boston cars had. The car won’t go when both poles are up. (but what about down?) The answer is the auxiliary circuit, connected to the main line breaker (big switch under the car) goes through the hook on the roof holding the pole down and hence to the line breaker pickup coil. A freshly painted pole or hook doesn’t conduct anything so scraping a bit off is all that was needed. (aluminum paint works too)

Wheeling 639 doesn’t have that kind of circuit but it acted strangely, especially when none of its four sliding doors would open. They are pneumatically opened and closed, the air being controlled by a solenoid operated by a nearby pushbutton. The first one didn’t work at all. (We should also tell you that the Edison nickel-iron batteries under one of the seats had a burned-off jumper running between two cells and sparks and hot smells radiated from the solenoid and the tiny battery light in the centre of the headlining had blown several times.)

Display At The Museum Entrance - An ongoing conundrum for Seashore management has been how to serve two divergent goals: Having an interesting car on display at the museum entrance vs. the curatorial responsibility to protect fragile collection items, especially

Bumper painting by two of some 30 volunteers from Kennebunk Savings, Portsmouth Naval Shipyard, and Unum as part of United Way’s Day of Caring on June 1.
restored cars. To attract visitors it would be ideal to place an open car or a classic 1910-era wooden closed car out front, but such cars are particularly susceptible to damage from both rain and baking sunlight. As well, they could be attractive to vandals or thieves looking for souvenirs. The long term ideal would be for a secure enclosure that would protect a car but at the moment the cost is prohibitive. Consequently, we have tried to place cars that can better withstand the weather on display, leading in recent years to steel rapid transit cars. But even they suffer from deterioration of their finish, as has happened with the Philadelphia Bridge car that has been displayed in recent years. Finding a replacement has been difficult, particularly as a streetcar would be a desirable change. Recently, it was decided that Boston Boeing Standard Light Rail Vehicle 3424 would be a good candidate as it is relatively rugged and is unlikely to find indoor storage anytime soon. The car remains in good condition above the belt rail but suffered from some corrosion damage and finish below. Volunteers Jim Schantz and John Petillo began work on steps to protect the car by mitigating corrosion and refinishing the green, black, and gray colors on the lower half, while polishing the white-painted areas that did not require repainting. Bill Pollman has played a key role by obtaining the needed paint and T decals. Assuming some relatively minor track repairs can be made near Shop 1 to enable the swap of cars, No. 3424 should be on display at the entrance by the time you read this.

(Article by Jim Schantz)

We received the following report from the New England Moxie Congress:

For the 28th consecutive year Seashore hosted Moxie Day, a celebration of the oldest (and best) soft drink in the US, at the oldest and best transportation museum in the US, on July 10th. The New England Moxie Congress, an international organization of enthusiasts, was formed in the conference room in the visitors center in 1991. While the forecasted threat of dire inclement weather reduced the crowd somewhat, those who came found no problem, no rain storm, and enjoyed the festivities. The N scale modular railroad, "MaiNtrak," again set up in the exhibit hall, with three different Moxie trains on the layout. Various Moxie flavored victuals were offered outside the TrolleyDog, and many meatballs, bratwurst, and pulled pork were heartily consumed. The NEMC displayed a model of one of the five Moxie highway trailers running on the highways of New England, and the tractor and trailer will be available for purchase in time for Christmas.

A presentation of a plaque to the Moxie Beverage Company was made by the Pease Greeters, thanking the company for donating over 13,000 cans of our favorite elixir. The Pease Greeters have been meeting leaving and returning troops from overseas at Pease International Airport since 2005, passing out cans of the official soft drink of the State of Maine to those in uniform.

We want to acknowledge and thank the efforts of Mike Peters, without whom Moxie would not continue to be celebrated at the museum.

Next year's celebration comes early, on July 9th. We hope you can join in and participate in the event.
Welcome To These New Seashore Members:

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<td>Ithaca</td>
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<td>William Yee</td>
<td>Yarmouth</td>
<td>ME</td>
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<td>John Miniter</td>
<td>Ipswich</td>
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* - Denotes Business Member

Happenings Outside of Seashore

Bits and pieces that come our way that we think might interest Seashore’s members.

Railroad Photographers - Laura Smith who is archivist for the Railroad History Archives at the University of Connecticut in Storrs let us know that they are hosting the fall conference of The Center for Railroad Photograph and Art on October 29th at UConn. Speakers for this one-day conference will include Jim Shaughnessy (whose work will be shown in a traveling exhibit), Jack Swanberg, Victor Hand and many others. More details about the conference, on Saturday, October 29, at: http://www.railphoto-art.org/conferences/northeast-2016/

ATRRM - Jim Vaitkunas dropped a note that Association of Tourist Railroads and Railway Museums’ (ATRRM) Annual Railway Heritage and Preservation Conference on October 5 to 7, 2017 will be hosted in Minneapolis by the Minnesota Streetcar Museum. **Do note that date is 2017!**

From the Editors’ Desk

This is our first cut at the revised Dispatch. This is very much a work in progress so please bear with us while we work on the various aspects of design and layout of the publication. The Dispatch has moved to production on a publishing package so that we can provide our printer with file from which to produce the print edition and at the same time we will be offering our members an electronic edition distributed via the internet.

Please do let us know any suggestions you have, what you like, what you hate and everything in between. It has been a very long time since a major rework and change is uncomfortable so we are trying to get it right while we are at it.

Norm Down & Ed Ramsdell

dispatch@neerhs

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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.

Membership Dues For 2016:

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.

Please also note: Any questions concerning membership, including payment of dues, should be directed to the Membership Secretary at the Museum Office.

DISPATCH Material submission deadlines are the first days of odd-numbered months.