

The DISPATCH

Magazine of Seashore Trolley Museum

New England Electric Railway Historical Society

March –April 2018 Vol 61 No 2



Connecting YOU to Transit History

Fairview Carhouse Phase 1 Seeing is Believing!



Tom Santarelli Photo taken 2-28-18 Phase 1 complete

Look how far we've come! These two photos were taken from the same side of Fairview. The contrast tells a compelling story about what the Museum can accomplish with focus and support from its membership and volunteers!

To Seashore's Trustees and V.P. Facilities for your vision and confidence in the project—
Congratulations!

To all the donors and to the volunteers who cleared the site, shifted vehicles, and managed the project from planning through execution—
Thank You—WELL DONE!

Onward Ho to Phase 2! S. Bates



S. Bates Photo taken winter 2015 Before Phase 1



Annual Meeting April 28, 2018

This is a day for Members to vote*** for Trustees, socialize, and get first-hand news from museum departments.

*** Please note that your membership dues must have been paid by April 15 to be eligible to vote.

Schedule

10 am Visitor Center opens - Coffee/tea available
 11am-1pm Voting for Trustees
 Noon- 1:15 Lunch service available **
 1:15 - 3 Officer Reports
 3:00 Election Results Announced
 3:30 - 4 Board of Trustees Meeting
 4 - 4:45 Closing Reception—*complimentary cake & beverages*

** Lunch choices: *haddock chowder, sandwiches, beans & franks, beverages*

Other activities

Museum Store will be open from 10 to at least 2 pm
 Members encouraged to tour Fairview Barn project area
 Car operation subject to weather track conditions

Memorial services

A.M. Memorial service Roger Somers
 P.M. Memorial service Frank Welch
Both Roger and Frank had served on the Board of Trustees and provided valuable leadership to Seashore.

Special Events in 2018—Details at trolley-museum.org

May 5	Opening Day—Community Appreciation Day-50% off admission for Residents of Arundel, Saco, Biddeford & the Kennebunks	Fri's Jul-Aug	NEW —"Funny Friday 10:30 a.m. Silly show for kids followed by ride"
May 13	Free admission Moms visiting with kids	July 20-22	Theodore Roosevelt Days
May 26-28	Veterans Appreciation WEEKEND Veterans receive 50% off admission	Aug 17	NEW —Gala Evening to be held at On the Marsh Bistro To Benefit Seashore Trolley Museum
Jun 2	Museum closed for private event	Sept TBD	Members Day
Jun 15 evening	NEW —Pirates at the Seashore music, rum cocktails, food	Sep 22-23 Sep 29-30	Pumpkin Patch Trolley
Jun 17	NEW —"Something's Fishy—Fathers Day Fun at Seashore Trolley" Games at the Trolley Park! Free admission Dads visiting with kids	Oct 6	Transit Day
Jul 15	Moxie Day	Oct 28	Trolley-ween Closing day Treats for Kids
Thurs In July	NEW —"Cool Treat on the Trolley Thursdays" Ice cream rides at 5:30, 6:15 & 7:00 pm	Nov 10	Night Photo Shoot
Mon's Jul-Aug	NEW —"Magic Monday" 10:30 a.m. Show for kids followed by ride	Nov 30	Golden Chariot Ride & Cocktail Party 5pm
Wed's Jul-Aug	Seashore Trolley Story Time 10:30 a.m. Story for kids followed by ride	Nov 30, Dec 1 & 2	Prelude Daytime Trolley Rides in Heated Cars
		Dec 7	Golden Chariot Ride & Cocktail Party 5pm
		Dec 7,8,9	Prelude Daytime Rides—Heated Cars
		Dec 8	Surprise! Santa's on the Trolley! 4 & 5 pm

Why buses at a trolley museum?

Excerpts from 2014 article by Ed Ramsdell for Seashore Trolley Museum's 75th Anniversary commemorative book

Why at the Seashore Trolley Museum do buses make up some 20 percent of the museum's vehicle collection? In fact, the oldest vehicle in the Seashore collection is a bus, as are some of the newest. Buses, after all, came after trolleys and are seen by many as part of the "plot" to eliminate trolleys, right?

Not exactly!

The bus is basically a large vehicle carrying passengers by road, particularly one serving the public although there can certainly be privately owned buses. Inherent in the bus is that it has its own propulsion attached as compared for example with trolley buses that need to be attached to an electrical supply.

If we accept this definition of the bus then the bus, or at least its ancestor, arrived on the scene somewhat before the trolley.

The motorbus and trolley are really no longer competitors but both essential components in the transportation network with even some blurring of the definition with the advent of bus rapid transit (BRT) and especially where such equipment as the dual mode diesel-electric hybrids are used (Seashore's extensive collection of MBTA trolley, rapid transit cars, trolley buses and motorbuses provides an excellent timeline of public transportation equipment from the post-war period to the present).

Because this is a museum of Mass Transit! S. Bates

"Introduction" to 1937 Model 733 Yellow Coach

In January, Trustee Herb Pence was approached by Tom Tallentire, a friend in Indiana, who was interested in donating his Model 733 Yellow Coach bus to Seashore. Mr. Tallentire described it to Herb as a 1937 model, which ran in Lancaster, OH, for the Lancaster Transit Corp. He said it had been stored indoors for 40+ years.

Herb asked Tom Santarelli, Curator of Buses and Trackless Trolleys (yes, one and the same as the V.P.-Facilities) if this would fill a gap in Seashore's collection.

Tom noted that the Lincoln City Lines 733 we have (see T. Santarelli photo at right) was found in a South Dakota junkyard and pieced back together to represent a Lincoln Nebraska coach that is/was incomplete and/or containing non-original components and that we have a former NJ 733 parts coach that lacks key items to make a whole coach. He thought it was quite likely, given Herb's knack for getting leads on good buses, that this could be a good find. Herb put Tom Santarelli in direct contact with Tom Tallentire and the story has a very happy ending!



On March 30 the 1937 Model 733 Yellow Coach bus arrived here (see T. Santarelli photo below). Tom's description:

Stored in a barn since 1969, it is a virtual time capsule. Not only is it a great example of this particular model, but it's unique - still in its "as-retired" condition from the late 60s, retaining all the character and life from its 30 years of use! It still has its coating of barn dust too! The hand painted advertising that survived is also particularly unique and rare. We couldn't be happier, this is a great investment and a wonderful find.

More about the 733 Yellow Coach in a forthcoming article by Herb Pence (May-June issue)





You can be a STAR

at Seashore Trolley Museum!

When You become a volunteer, You

- ◇ choose activities that interest You.
- ◇ share Your talents & learn new skills.
- ◇ make new friends.
- ◇ enjoy the feeling of playing an important role in carrying out the museum's mission .

Find information and volunteer application form at <https://trolleyuseum.org/support/volunteer/> Or email volunteercoordinator@neerhs.org

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.

Our Volunteer Coordinators will help you identify volunteer activities that align with YOUR schedule, skills & interests.

Possibilities include the following and more:

Operators—Conductors—Dispatchers

Restoration Shop, Buildings & Grounds always need Craftspeople and Tradespeople

Track, Maintenance of Way & Signal Crews

Yard Crew

Library workers

Administrative, Clerical and IT

Helping at special events

Museum Store



HERE'S A TIMELY OPPORTUNITY:
If YOU like people and operating vehicles, YOU CAN learn to operate our beautiful antique trolley cars!

Training Dates: Saturday June 9th, 16th and 23rd

You must be a museum member, and there is a small training fee.
Contact Jack Naugler by email or phone: JNaugler@tds.net 603 233 0812
<https://trolleyuseum.org/education/operator-training/>

Here's another!

Pumpkin Patch Event Managers**

Work along with Jess & Matt Cosgro on "the 20th Annual Pumpkin Patch Trolley" in 2018 so you can take over and run the event in 2019!

We thank Jess & Matt for managing the event since 2009 AND for providing advance notice that 2018 must be their last year.



****Could use a team of two or three people. If interested, contact Matt mcosgro@comcast.net**

Restoration and Maintenance Report

from the Donald Curry Town House Shop *Don Curry (all photos by D. Curry)*

Middlesex and Boston Single-truck 'box' car 41—John Stephenson Car Co. 1900

It was a real sight the other day as we were asked (politely) to move out of the way as employees John Melanson and Dave Fletcher took first the left— then the right-hand assembled Bemis truck frame over to the body sitting on horses for a trial fit.

Tricky problems remain—like the no. 95 spring mounts, the large mounting castings which tie the stabilizing spring and rod combination, and who can forget the cracked axles! We have sent two delegations of parts hunters to Connecticut Trolley Museum to get the exact dimensions of the no. 95s. They will either be cast from a pattern or welded. TBD.

Meanwhile Jim Mackell has been rebuilding 41's long two four-sided roof box signs. (On some cars they're on the roof ends *e.g.* *Narcissus* and B. & S. 31) They are made from recycled castings and poplar boards. He has installed new bright blue trim along the side roof lines.

The two motors from 41 are at A. C. Electric for overhauls.



John Melanson & Dave Fletcher

Eastern Mass Ry 4387

Two of the car's GE 247 motors are at A. C. Electric for overhauls. Winter weather has impacted the turnaround time for getting motors done.

Boston Elevated Railway Center-Entrance motor car 6131 – G. C. Kuhlman Car. Co., 1919

During cold weather we worked steadily on this in the heated area of the Shop. (It's pretty tight in the corners trying to bend the rolling staging around the end of the car.) The most recent project is rebuilding the no. 1 end cab roof. It was probably installed when BERy converted it to sand car. But it was obvious from the condition it arrived in that it had spent most of its life unprotected. (Note: most of the lower half of the body has been renewed by STM over the years.) Recently we had rebuilt the rusted out vertical posts around both cabs including new post caps.

Most of the car's roofs and end panels are utilitarian—flat. But the cabs are slightly spherical with transition sections connecting the round end of the roof with the three five flat letterboard ends. This transition is in the form of three 1 in. ash 'plates' held together by cleverly overlapping about a foot-long section on the end of these plates (well hewn by Jim Mackell) It took a great deal of head scratching by the author and Ernie Eaton to fit them in perfectly and 'fair' the rounded end of the assembled plate. (They were replaced because of rot and splitting and severely rusted hardware.)

The roof is a bunch of tongue-and-groove slats parallel with the long axis of the car held together by the bent wood cross ribs. We preserved its remaining integrity by leaving in a couple of ribs. It was taken off the top of the cab into the main shop so the plates could be fastened to the lower body framing. A week later the remaining roof section was laid on exactly as it came off, and gradually re-assembled. The slats were held originally on to the ribs by miniature nails that we are replacing with no. 6 x 1 in. flat-head stainless steel wood screws.



D. Curry working on bulkhead cab arch

Boston Elevated Railway Center-Entrance motor car 6131 , cont.

The ends of the slats, which hung over the edge of the plate had been nailed and nailed which destroyed much of their ends and the rounded edge where the canvas will be pulled over and tacked. So the mangled but surviving ends were clamped down, screwed in place; and glued with West System epoxy. A day later this rough area was sanded to an acceptable contour.

Each end of 6131's clerestory is enclosed by a large sign, SERVICE CAR which was broken and covered with Masonite. It's been scraped, cleaned and painted white, preparing for the eventual return of the destination rollsign.

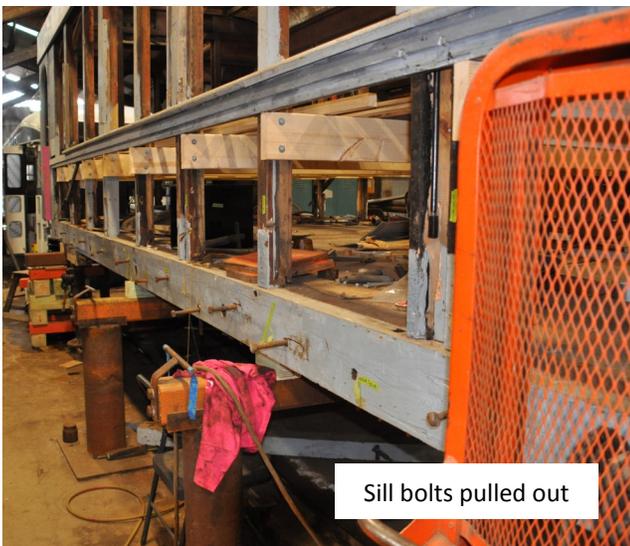
What should it be?

John Mercurio has been preparing the upper inside areas for paint. The new sheet metal ducting has been primed and painted *Trolley Cherry Red* and the supporting structure running from one bulkhead to the other is prepared to hang it.

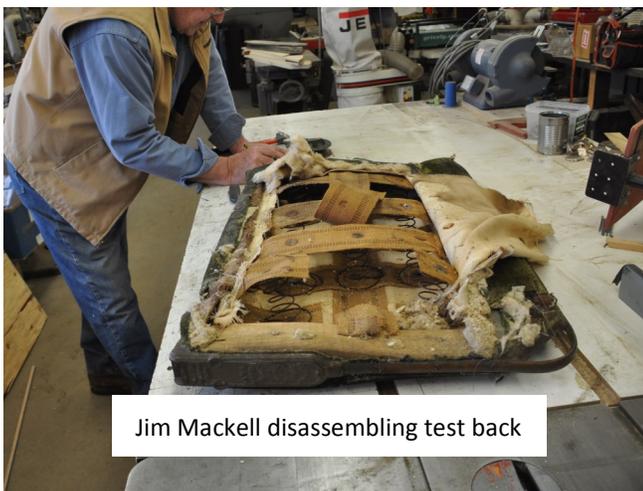
Portland-Lewiston Interurban no. 14 – *Narcissus* - Laconia Car Co. 1910

No restoration project has been more challenging for us than the Narcissus and we are exploring many avenues to make it happen.

Over the winter 14 has been increasingly stabilized with blocking piles as Ernie Eaton knocked out the long rusty bolts holding the long C-channel to its filler.



To establish realistic goals for the whole restoration we developed a spreadsheet listing every possible area (or component), what's involved in each, and how much. Some examples:



- Traction motors (4), are GE 216s the right capacity
- Seating – what will we need to have made
- How can you get 'obsolete' coil springs made?
- Interlocking floor tiles – Who knows how to make them
- What type of air braking for a car of this size and weight?
- Is the inside finish shellac? How much should be put on?
- What kind of paint will stand up to Seashore's climate?
- *Etc., etc.*

With assistance from Dave Johnston of the Western Railway Museum, and longtime associate of Seashore, we are accumulating information on Baldwin trucks no. 79 which came here with GE 216 motors.

Over 60 years ago your author received a phone call from Danny Cohen saying "they're cleaning out the obsolete parts warehouse in back of the MTA's Everett Shops. Come and get controllers."

So we did. Along with them came a Westinghouse 264 H .L. control group in good condition. (And may be what 14 came with!) The *Narcissus* Team is looking into gear ratios, brake pressures, control voltages, and every other kind of calculation to make it all work.

Portland-Lewiston Interurban no. 14 – *Narcissus*, cont.

On 23 March, 14's team had a curatorial meeting with Amy Cole Ives of Sutherland Conservation and Consulting and Tony Castro & Company 'murals & decorations created and restored'.

Amy reported her conclusions based on photo-microscopic analysis of the finishes used. (We were very interested in how she was able to tell the many layers of shellac, varnish and paints that had been employed as well as what order they were applied on 14.)

She specified what has been the elusive Dark Pullman Green enamel which was applied over a near-matching primer. The finish is very glossy (as found in the paint sample she matched). Another green was the original color applied originally by Laconia craftsmen on the headlining which they decorated with the gold. At some point Vallee or the PLI, wishing to brighten up the car, covered that whole area with white.

Tony's specialty is the gold leafing including the big letters and numbers on the outside as well as the more delicate filigrees and striping on the interior headlining.



Tony and Amy examining the headlining



Tony closely examining the headlining



From the Trustees Conference Room At their March 17 Trustees meeting, the Board approved a new job description for Director of Yard Operations and Infrastructure (formerly titled Yardmaster).

The job description is being published in full to give everyone a common understanding of Brandon Barlow's role and responsibilities and how his position relates to other departments and positions. Sharing a common understanding facilitates all of us working together effectively for the benefit of the museum. *S. Bates*

Reports to: Vice President - Facilities

The Director of Yard Operations and Infrastructure is responsible for the management of New England Electric Railway Historical Society's rail vehicle asset storage and associated infrastructure. As such, this is a position that integrates across a wide variety of functions and activity of the NEERHS operating entity, the Seashore Trolley Museum.

Position Description: The Department of Yard Operations and Infrastructure is a multi-faceted function within a museum environment influenced largely by, but not limited to, curatorial care, practice and procedure. The primary activities involve the movements and logistical management of rail borne assets of varied classifications throughout the Museum's entire network of rail campus locations and facilities.

The position has the overall responsibility for the care and oversight for the facilities and equipment not otherwise assigned to other departments and/or specific to the Yard operations. Planning, coordination, and assignment of duties associated with the operation of the Museum's rail yards, interior areas of its carhouses, and associated track, overhead wires, and other supporting infrastructure.

Yard duties may include, moving cars, performing inspections and effecting field and shop repairs as needed. The position seeks to routinely institute best practices that ensure the safety of our staff and safe handling of the collections and associated equipment.

A key objective for yard operations includes a process of audit and assessment toward past and current practices, to then consider potential improvements and seek implementation of updated procedures in support for an overall approach of continuous improvement. Recognizing the unique and varied aspects encountered throughout the routine activities of yard operations, this shall include training programs for various operationally specific and specialized service, the needed upgrades to equipment, tools, or infrastructure, examination of work routines and checklists, and any other appropriate activities to achieve improvement objectives.

Overhead wire care may include arranging for pole and wire replacements and repairs, recommendation and implementation of new overhead for yard tracks not previously so equipped, installation and replacement of track bonds and other grounding equipment to ensure safe and efficient operation of electric cars in barns and yard areas, and regular maintenance of the aforementioned and other supporting infrastructure.

The Director of Yard Operations and Infrastructure must be made aware of any vehicle, track, or overhead wire problems, and communicate changes to Standard Operating Procedures as necessary. The Director of Yard Operations and Infrastructure is charged with contributing to a perpetual open communication for sharing information, making recommendations, and facilitating coordination. The following are examples for cross communication.

- Operations - necessary procedural changes dictated by rail and overhead issues
- Operations - training requirements specifically related to yard and overhead workers
- Track Superintendent - observed maintenance problems and indicated speed changes
- Restoration Manager - observed maintenance issues on rail vehicles, including work cars, updating and coordinating placements in and around shop work programs.
- Comptroller - materials, tools, and services to be budgeted
- Facilities – suggested improvements upgrades, integration in design work, determinations for clearance and access to facilities and grounds.
- Curator of Rail Collections/sub curators

The Director of Yard Operations and Infrastructure is a highly visible role that reports to the Vice President - Facilities and interacts with the Administrative Officers of other Museum departments to assure that business is conducted in a safe, reliable, and professional manner for visitors, volunteers, and employees.

Enhancing Qualifications:

- Operational knowledge of a variety of light and heavy rail vehicles (professional experience, licensing, and/or training is highly desirable)
- Prior experience in yard shifting.
- Excellent written and oral communication skills and proven ability to engage fully with a variety of constituents spanning all levels of socio-economic status.

The Curatorial Committee *by James Mackell, Chairman of the Committee*

This committee was established in 2015 by the Board of Trustees in an effort to better document, organize and display our vast collection. Initially we have been concentrating on determining what we have, how we acquired it and what we plan to do with it.

Seashore has a legal curatorial responsibility for items acquired and "accessioned" (made a formal part of our collection). Over the last 2 years Richmond Bates has been reviewing and updating each individual curatorial file beginning with our trolley collection. The reports he creates are circulated among many of the senior members of the museum membership and reviewed for accuracy and for additional details that might make the history and acquisition story more complete. The long term goal is to make these updated reports available on a museum website.

Eventually, the museum as a whole will need to thoroughly review the collection and determine those items for exhibition only, those items to be exhibited in use on our track and identify any items that may be excess. Over the 75 plus years that the museum has been in existence, an enormous collection has been amassed, which strains the resources we have available to preserve and protect the collection. One of the expressed long term goals of the Trustees is to have a trained Curator on staff to lead the review process and arrange public exhibitions.

The committee has also been reviewing those items on the property that are not accessioned. A number of items on the property were acquired for parts only, for parts storage or as work equipment only. Some of those are no longer of value and are being made available for sale.

West End Street Railway No. 925

By Frank Cheney - Edited and Updated by Richmond Bates

Seashore Trolley Museum's collection of vehicles primarily shows how ordinary people have traveled by public transit. A few museum vehicles, however, provided unusually luxurious travel for transit executives and for customers willing to pay extra for this service. West End Street Railway parlor car No. 925 is one such special streetcar.



Boston Elevated Railway Parlor Car 924 or 925, Jun 1903

West End Street Railway No. 925, cont.

The West End Street Railway was the principal Boston-area streetcar operator in the 1890s and is the direct ancestor of today's MBTA. Early in 1894, the West End Street Railway decided to provide some luxury service for its patrons, and on March 28 of that year ordered two car bodies from the J.M. Jones Co. of Troy, NY to be outfitted as deluxe parlor cars for both official and for hire charter service. Both car bodies, numbered 924 and 925, were delivered to Boston in the late summer of 1894 where they were equipped with trucks, controllers and motors. Then, outside



Interior of parlor car 924, Oct 1894

contractors installed the parlor car furnishings and carpeting.

The Wakefield Rattan Co., (later to become the noted transit seating firm of Heywood-Wakefield) installed twenty individual folding armchairs upholstered in blue brocaded plush. Messrs. A.H. Davenport & Co. of Boston provided heavy silk draperies in blue, and Messrs. Torrey, Bright & Capen of Boston installed carpeting. The car ceilings featured stenciled floral designs which are still in place in No. 925. Interior woodwork was mahogany. Leaded stained glass was used in the roof monitor with the words "SPECIAL CAR" in the end monitor glass.

The exterior color scheme was as follows: primarily dark "bottle green" with dark wine red or "mahogany" on the lower side panels, varnished sash and doors and with silver gilt striping and silver "special car" lettering on the end dashers. A slate grey roof and black trucks and hardware completed the scheme.

The two parlor cars made their initial public appearance with a trip on October 8th 1894 carrying West End President Samuel Little and Henry M. Whitney and other directors along with members of the press. After the inaugural trip, No. 925 went to Division Seven's Boylston Street car house near Harvard Square.

Among the high points in the careers of Nos. 924 and 925 was the inspection trip on Aug. 25, 1897 through the completed sections of the Tremont Street subway for visiting car builder George M. Pullman and his staff and West End President Little. On February 17, 1899, the cars carried President William McKinley and members of his cabinet on a tour of the subway, leaving Park Street station at 12:15 PM.

About 1902, the car's ends were enclosed. By the end of World War I, the once popular parlor cars were seeing little use. October 11th 1918 saw car 925 emerge from Bartlett Street shops as a money car for the Revenue Dept. wearing the overall dark green color used on all work cars. No. 924 remained in storage at Grove Hall car house. In 1922, motor trucks replaced the money cars, and No. 925 became a fare box repair car visiting the system's car houses to service or deliver fare boxes for the Revenue Dept.

By 1927, No. 925 had been assigned to the Track Dept. as a tow car for the single truck Goldschmidt rail grinders, a duty it continued to perform until retirement early in 1954. Fortunately the interior mahogany woodwork remained, but seats were removed. About 1937, Nos. 924 and 925 were repainted in the new orange work car color. The former parlor cars survived corporate changes as the West End Street Railway became part of the Boston Elevated Railway and later the Metropolitan Transit Authority.

Seashore acquired No. 925 in 1954 while No. 924 performed its final rail grinding duties and was scrapped. The museum has stored No. 925 in Shop #1 for many years. The former parlor car is still in operating condition but needs work before display or extensive operation.

The Dispatch is a bi-monthly publication of New England Electric Railway Historical Society , operators of Seashore Trolley Museum in Kennebunkport, ME and The National Streetcar Museum at Lowell, MA. Opinions expressed herein are those of the writers, and do not necessarily represent NEERHS' official position.

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We will miss these Museum Members

NORMAN EDWARD DOWN (77) passed away March 27, 2018. Norm was a long-term member and volunteer whose activities at the museum included editing *The Dispatch* for many years, and serving on the Library Committee. A Saugus native, Norm was chosen by the Images of America Series, which honors cities and towns across America, to author the book about Saugus, MA.

CLIFF SCHOLES (90) passed away January 20, 2018. Cliff was a well-known Ohio based railfan who maintained an extensive collection of electric railway photographs. They were used to illustrate articles in many railfan publications.

Sympathy is extended to their families.

New "Headquarters" for NEERHS Library-203 Log Cabin Road *S. Bates*

In the Sep-Oct '17 issue I reported that the Board of Trustees had authorized the committee to pursue the possible change of use of the (next door) residential property owned by NEERHS from rental to Library office space and intake/sorting of materials. The Town of Arundel approved the change in use, the tenants have moved out, and the property (existing buildings and land) is now designated for interim or long-term Library use.

At their April 7 meeting, Library Committee members will tour their new "headquarters" together, and their future meetings will take place there. **The Library Committee is now well-positioned to evaluate the viability of constructing a storage facility behind the house and to seek funding for it. YOU can be part of an exciting future for the NEERHS Library!** To get involved, contact Karen Dooks, Committee Chair.



<https://trolley museum.org/learn/contact-information/contact-neerhs-library/>
Composite photos illustrate the proximity of the house to the museum entrance.



Seashore
Trolley
Museum

New England Electric Railway Historical Society
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Connecting YOU to Transit History

To receive
The DISPATCH
by email only
Contact
dispatch@neerhs.org

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2018 Annual Meeting
April 28

*Thank you,
Mike de la Vega!*

Mike, who is an Operator in both Kennebunkport and Lowell, has volunteered to be the next Dispatch Editor, beginning with the May—June issue.

If you are interested in submitting news tips, feature articles or photos for possible publication, Contact Mike at dispatch@neerhs.org