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HAPPY HOLIDAYS!

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Your November-December 2017 DISPATCH

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Annual Meeting Date set for
Saturday, April 28, 2018

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"None of us is as smart as all of us." Ken Blanchard
"Talent wins games, but teamwork and intelligence win championships." Michael Jordan
“Send out a cheerful, positive greeting, and most of the time you will get back a cheerful, positive greeting. It's also true that if you send out a negative greeting, you will, in most cases, get back a negative greeting.” Zig Ziglar
Golden Chariot and white snow: Successful Prelude event  Scott Andrews

Seashore Trolley Museum’s fabulous Golden Chariot open observation car was transformed into a magical nighttime sleigh ride and the final weekend of Kennebunkport’s annual Christmas Prelude activities was marked by the first snowfall of the season.

Seashore’s contribution to the town-wide celebration of the holiday season drew enthusiastic crowds, and the signature event, a nighttime ride on the Golden Chariot -- the 1906-built Montreal No. 2, one of the famous open cars that once operated on sightseeing tours of French Canada’s largest city -- sold out on the two evenings it was offered.

Golden Chariot rides were run on the two Fridays, packaged as a fundraiser for the Museum, with ticket sales limited by the 50-rider seating capacity of the beloved car. The package included a cocktail reception with drinks and a selection of hot and cold munchies.

Initiated in 2014, it was designed as an utterly unique experience that would introduce new audiences—especially local residents—to our Museum. Among these, the Nelson family of Kennebunk—Doug, Mary and daughter Jen—returned for their second year. “We’d never been here, and last year we wanted to try something different for Prelude,” said Mary Nelson. “It was very interesting and we had a lot of laughs.”

Daytime rides were offered all six days of Christmas Prelude (December 1-3 and 8-10) using heated cars — No. 1160, that once operated in New Haven, Connecticut and No. 1267, that once operated in Minneapolis, Minnesota, both decked out in holiday colors.

On the evening of December 9 we introduced a new event—“Surprise! Santa’s on the Trolley”—and Santa Claus (our very own Tommy Tucker) rode the car with guests. All the guests received jingle bells, hot chocolate and a goodie bag to take home.

The second weekend was also graced by a gift of another sort: The first significant snowfall of the season began Friday, transforming the Museum grounds into a lustrous white winter wonderland. The effect was truly magical.

Note from S. Bates: The evening activities are highly profitable, and build new audiences—attracting first-time visitors from near and far. The Golden Chariot Ride & Cocktail Party has become a well-established event “Surprise! Santa’s on the Trolley” has the potential to grow in future years as well.
Progress Continues on Carbons  Sally Bates

Fairview Carhouse  As of 12-13-17, the Phase 1 expansion is on track for likely completion by month end. The progress is evident in the above photo.

Burton B. Shaw South Boston  is the first car storage barn visitors see. Funding for doors was raised during the Preserve, Protect and Present Campaign, and a contractor has been identified. Plans are to add doors in 2018.

Highwood and Riverside Doors  can be temperamental. All of you who deal with those doors will be relieved to know that they have been scheduled for maintenance in the spring.

In the Sep-Oct issue Jack asked “What was the first underwater vehicular tunnel in the New World? His answer “East Boston Tunnel (EBT) 1904” is disputed by member Andrew Jennings, who claims “The East Boston Tunnel is the wrong answer to the question. The CN - GTW tunnel under the Detroit River was completed in 1891, is over a decade older than the East Boston Tunnel! It is clearly an underwater tunnel.” Anyone else care to weigh in?

Today’s answer: neither—it doesn’t have pins
A mainstay of Maine culture in two different eras  Scott Andrews

When first invented in the late 1800s, trolleys rapidly became part of America’s cultural landscape, offering hitherto unimaginable transportation options that transformed the economy and culture of our state and our nation.

Today the only trolleys in Maine run on the tracks of our museum, but they still represent a key part of our economy and culture. The Museum is one of York County’s biggest tourist attractions, drawing over 24,000 visitors and creating an annual economic impact approaching $3 million. Maine’s tourism industry is the state’s most powerful economic engine. With a $6 billion annual economic impact, tourism far exceeds fishing, shipbuilding and forest products, three prior mainstays.

While conducting research for a project on the history of tourism and hospitality in Maine, I came across an interesting case of role reversal with respect to the trolleys: The tail now wags the proverbial dog.

At the turn of the 20th century, trolleys were both medium and mechanism for an explosion of attractions and amusements for tourists and residents alike. Trolleys today are extinct as transportation, but they’ve become a tourist attraction in their own right -- the primary purpose of our Museum.

There are several interesting aspects of this interesting historical inquiry. One facet of this tectonic shift in lifestyle was the growth of casinos and trolley parks in towns served by street railways in coastal Maine communities. At the time, casinos had nothing to do with gambling; they were large buildings devoted to dining, dancing and entertainments such as visiting vaudeville acts and later, movies. Trolley parks were more elaborate facilities spread over more acreage; they typically included a large casino plus outdoor attractions, such as graded pathways through the woods, amusement rides, boat rentals and zoos.

Most of these were developed by the streetcar companies as a means of attracting business on Sundays. The target market was urban factory workers and downtown office employees -- a growing population of people who ranked economically and socially a notch below the wealthy tourists who came “from away” and stayed in the grand hotels of the era.

Casinos and trolley parks thrived at the turn of the 20th century. Greater Portland’s biggest such facility was Riverton Park, on the western edge of the city, reached from Monument Square via the Forest Avenue line. Surrounding Portland were casinos and parks in Falmouth, Freeport, South Portland and Cape Elizabeth.

Bathing and swimming and the amusement area of Old Orchard Beach was a huge attraction for people from Portland, Biddeford and Saco. These attractions developed independently of the trolley companies, but were readily accessed via several electric railways.

Along the coastline between Old Orchard Beach and Kittery, the most important facilities were St. Aspinquid Park in York, Old Falls Park in Sanford and the casino at Cape Porpoise. The latter two catered especially to factory hands who worked in Sanford; they could board a car in the downtown and residential districts and head east for an inexpensive night on the town.

Today the word “casino” means a gambling establishment, and the trolley parks are long gone.

In those days, people hopped aboard the trolley cars to reach an attraction. Today at Seashore, the trolley cars themselves are the attraction, and people hop in their automobiles to visit the Museum and ride our electric cars.

Two sides of the same coin!
Executive Director Stepping Down in 2018

By James D. Schantz, President & CEO  10/26/17

After six years of leadership, Sally Bates, the Museum’s first professional Executive Director, will step down on August 31, 2018.

Sally has often said the one of the E.D.’s responsibilities is “choreography”, noting “The Museum is blessed with many talented volunteers who are dancing their hearts out...and I’m here to help them produce a winning show.”

As E.D. and Comptroller, Sally has worked closely with the Board of Trustees on strategic planning issues while managing financial, marketing, public relations, development, and property functions.

During her tenure the Museum’s admissions and event revenues have grown, as has its profile and partnerships in neighboring communities. We also initiated the Preserve, Protect & Present Campaign that is leading to significant improvement of our campus buildings.

Before joining the Museum, Sally held positions in finance, economic development, education, and accounting in both the public and private sector. She had also served on a number of non-profit boards. She holds an M.S. in Accounting, a B.S. in Accounting/Finance, and a B.A. in Studio Art.

Sally remains fully engaged in helping the Museum move forward. She is focused on implementing additional process improvements between now and August 31, 2018 for the benefit of the Museum and her successor.

The Board of Trustees is working closely with Sally to effect a smooth transition, and has appointed a search committee to recruit and screen candidates for the Executive Director’s position.

Individuals who would like to apply for this position are encouraged to contact Seashore President Jim Schantz at president@neerhs.org.

December is the time of year to verify retirement plan rules and opportunities!

by Sally Bates

Information below is excerpted from pages on the IRS site:

### Required Minimum Distributions (RMDs)

“**You cannot keep retirement funds in your account indefinitely.** You generally have to start taking withdrawals from your IRA, SIMPLE IRA, SEP IRA, or retirement plan account when you reach age 70½. Roth IRAs do not require withdrawals until after the death of the owner.”

“Your **required minimum distribution is the minimum amount you must withdraw** from your account each year. You can withdraw more than the minimum required amount. Your withdrawals will be included in your taxable income except for any part that was taxed before (your basis) or that can be received tax-free (such as qualified distributions from designated Roth accounts).”

“**Calculating the required minimum distribution**

The required minimum distribution for any year is the account balance as of the end of the immediately preceding calendar year divided by a distribution period from the IRS’s “Uniform Lifetime Table.” A separate table is used if the sole beneficiary is the owner’s spouse who is ten or more years younger than the owner.”

“**What happens if a person does not take a RMD by the required deadline?**

If an account owner fails to withdraw a RMD, fails to withdraw the full amount of the RMD, or fails to withdraw the RMD by the applicable deadline, the amount not withdrawn is taxed at 50%.”

### Qualified charitable distributions

“Generally, a **qualified charitable distribution** is an otherwise taxable distribution from an IRA (other than an ongoing SEP or SIMPLE IRA) owned by an individual who is age 70½ or over that is **paid directly from the IRA to a qualified charity.**” See Pub. 590-B, Distributions from Individual Retirement Arrangements (IRAs)) for additional information.

“**Your qualified charitable distributions can satisfy all or part the amount of your required minimum distribution from your IRA.**” Pub. 590-B, Distributions from Individual Retirement Arrangements (IRAs)) for additional information.

### IRS sites offering easy to understand information:

Trustee Appointment: On November 18, 2017 the Board appointed James Van Bokkelen to the position left vacant by the passing of Roger Somers (2020). A Life member since 1994, James is an active volunteer; he began in the Shop, became an Operator in 2016, and joined the Track Dept. in 2017.

His work in the communications and networking field included four startup companies, holding positions from programmer to President. James’ other volunteer activities include Town Government and Regional Planning, the National Model Railroad Association and maintaining the Unofficial B&M Page on the web.

As a Trustee, James’ goal is to understand and document Seashore’s history, status and resources, human and otherwise, with a mind to maintaining progress and addressing critical needs.

Memberships: Categories and dues have not changed in a long time, and are being reviewed. 2018 dues for existing membership categories:

- **Standard Membership Dues will not change (Individual (< age 60) = $35; Senior, Student, & Military $30)**
- **Family Membership Dues will be $60 in 2018 (currently $50)**
- **Sustaining Membership Dues will be $75 in 2018 (currently $60)**
  - **Contributor Dues will remain at $120**
  - **Patron Dues will remain at $600**
  - **Benefactor Dues will remain at $1,200**
- **Life Membership Dues will be $1,000 (currently $900)**

Harrisburg 811: Trustees voted to make this car available for sale. Donated to Seashore in 1991, this streetcar became a catering shed after its retirement from service in 1939. If not sold, it will continue to reside in storage at Seashore.

Because Seashore’s success depends on it!

Successful organizations have effective Cross-functional Teams, and high-performing teams are those whose members communicate well and reach common goals.

To become a high-performing organization, every one of us, in every function, at every level of the museum, has to treat members, volunteers and employees with civility, courtesy and goodwill. Anyone who is the victim of a breach in that behavior is expected to reach out to a current Trustee to report the situation.


** Effective teams evolve in stages**

- **Forming:** people first come together to work on something
- **Storming:** as they get going on the work and into their individual roles, conflict arises
- **Norming:** roles and conflicts are sorted out—spirit of cooperation develops
- **Performing:** a steady-state in which members focus on achieving common goals, and success is the result

** http://changingminds.org/explanations/groups/form_storm_norm_perform.htm

** https://en.wikipedia.org/wiki/Tuckman%27s_stages_of_group_development
Documentation—We still need to consolidate the data that exists in inspection, maintenance and rebuilding reports, the Dispatch, and guide books written by Ben Minnich and Bob Kelly, and some curatorial files in the Library. Norm Down, Peter Osgood and Richmond Bates have recently been going through those and asking some of us ‘survivors’ to help fill in the gaps. As reported in the last Dispatch, Peter Osgood and I are in the process of documenting “what I know” on a car by car basis. We’ve finished written records for Birney’s 1 and 82, Opens 303 and 838, and 38.

Tarping Cars—Oakland, Cincinnati, Pacific Electric now have trailer-load tarps, that should last for 5+ years.

Restoration—Winter work shifts to heated shop areas (AND the well-equipped home shops of volunteers Carl Mabee and Jim Mackell.) Birney and Center-Entrance car 6131 are in the insulated “boxes”. The metal shop has a new fume extractor and a large fan has been installed in the paint room.

Portland-Lewiston Interurban no. 14 Narcissus—Ernie Eaton has command from the side sills down. Donald is working above the belt rail up including inside and outside of the body, which is securely held up by several piers of blocking.

For the time being, the roof is ‘sub-split’ into three sections: no. 1 vestibule, the main body (including the smoking area), and the no. 2 end vestibule (where Teddy Roosevelt stood during his campaign speech in Gray, Maine).

The current roof project deals with the smoker and passenger compartments, separated by bulkheads. This area is supported by the cross ribs, including “compound carlines”. When we began work in 2015, the roof canvas was gone and about 10 ash ribs were beyond repair. Replacements have been built.

If we use stainless wood screws, the ribs will accept the poplar sheathing which we removed, salvaging as much as we could. We’ve epoxied all the old nail holes in the ribs and sheathing. (we could probably get by with new wood, but the original is superior to what is currently sole AND we want the same boards that ran over TR’s head?)

The mahogany frames holding the arched stained glass windows in the clerestory have been repaired and refinished.

The most precise way to match original finishes is with Cross-Section and Pigment Identification Microscopy. Fortunately, Amy Cole Ives, President of Sutherland Conservation and Consulting in Augusta, ME, is analyzing samples for us, using that process. By exposing the sample under various types of light it, is possible to tell not only color, but composition of the paint and the order finishes were applied, whether they had been painted over and how much had penetrated into the wood. She has been helpful in other conservation issues such as finding a pamphlet describing what is and how to apply Furness Rubber Interlocking Tile, found down the center aisle and in 14’s smoking area. We will ask her to examine the remains of the gold-leaf decorations, under the latter-day white and over the original Nile Green. (Amy’s dad is a friend of Don Curry!)
With the trucks removed, we can repair the side sill wood and channel iron. Three out of four lower truss anchors and bars have been removed with both turnbuckles separated. Lower truss inverted towers supporting the needle beams, have been removed. We can now see that what had appeared to be rusty steel shims between the wooden side sill beam and the bolster/truss anchor steel are really just layers of rust that have exfoliated from the anchor and bolster. Rust in this form is expected to be approximately 7 times thicker than the original steel it came from, so it looks worse than it may actually be.

In this picture you can see the space left after driving out the rust. Bolts passing through this area that retained the bolster and anchor have been significantly compromised.

Three of the four ends of the upper truss have also been removed for welding repair as the portions passing through the wooden sill beam are compromised by rust. Many of the bolts passing through the bolster deform under the force of an air hammer without the rust loosening so it’s necessary to drill through the center of the bolts to free them.
**Toronto (little) Peter Witt no. 2890** — We have to reassemble and place its rebuilt trucks and motors before work to make the car operational can get underway. Will commence when shop crew time can be allocated. In the meantime reproductions of period front and rear dash advertisements are being prepared to be placed in the car’s external advertising racks. The various parts for holding the motors in place have been rounded up to be installed soon.

**Chicago, North Shore & Milwaukee cars 420 and 755** — Many years ago CNS & M was re-canvassed and rebuilt wood put on 420. Plans are underway to pull 420’s two motors and send them to A. C. Electric for rebuilding. Meanwhile, working around the steel framework around the cab doorways, Cam Alcock has welded in lots of small pieces of steel and bolts.

Glass and hardware on **Dallas Railway & Terminal 434’s bi-fold door** (damaged on the last weekend of public operation) was used by Jim Mackell who fabricated a new door out of cherry to match the original. Chris Skulski painted and glazed the door and it is back in place on 434D.

**Middlesex & Boston 41** has been completely reroofed by Dick Avy, Tom Tello and Jim Mackell. Eric Gilman did his balancing act and screwed down the original trolley boards to new mounting brackets. Internal wiring for the door buzzer circuits is being put in place by Peter Osgood. See photo. Once all the wiring is in place and tested, Jim will bring over the new ceiling panels from his home workshop fabricated from layers of Baltic birch plywood held together with epoxy. The original filigree is being reproduced by Rising Revolution from Shapleigh, ME. Fall work includes installing ceiling panels, seating and heaters, milling replacement truck bearings, and Ed Dooks will continue the overhaul of 41’s K-10 controllers.

Tom Tello drilled the new steel strips for screws used on the sides for trim. There are four — one original, bent in quite an arc by Cam Alcock. It really accents the antique ‘carriage or stage coach’ cross section where, at the bottom of the side panels the car is 77 in. wide but at the belt rail, it’s 88 in. wide (5 ½ in. more per side). Considering that 41 was built in 1901, a ‘coach-like’ profile wouldn’t seem unusual for its time.

**Boston Center-Entrance car 6131** — Because 6131 is in an insulated box inside the Shop, with volunteer workers available we can work on it during winter months. Projects involve auxiliary wiring, painting, and general installation of a whole host of parts.

**Baltimore Peter Witt car 6144** has undergone a preliminary survey to identify a work program for 2018.

**Eastern Mass 4387**’s restoration fund has enough money for two motors to be sent to AC Electric for repairs, but all four are in poor condition. Two are VERY poor. Its GE PC5 control system is mostly back on line, with issues remaining in its magnet valves. This car since ‘day one’ of ‘Bay State days’ has had a condensation problem.

**Bay State 4175** — Current work schedule includes installing trucks under car and finishing control wiring, finishing the fenders, assembling grid resistor, air brake piping.
**Star Trek inspires a solution to 838’s problem?**  
*Ernie Eaton*

*Star Trek* - Season 3 Episode 17 - circa 2250—The Enterprise accelerating beyond idesign limits, out of control; the emergency bypass control of the matter-antimatter integrator was fused. Magnetic probe used in attempt to stop the flow of antimatter made the problem worse. Spock suggests reversing the magnetic polarity on the probe—it works!

838 experienced a significant controller arcing event while being operated from the # 2 end's model K6 controller. These controllers switch the 600 volt DC trolley power through various circuits to energize the traction motors. This car had a history of tripping the main breaker when the parallel mode of operation was selected. The cylinder core body and non-contact portions of some contact fingers showed evidence of considerable arcing. No obvious issues could be found with either controller, the wiring, or the motors.

We looked for unusual resistance values or improper connections, and compared what we saw with original schematics for K6 controlled cars, which diagrammed two connections to the "blow out" coil. One wire from the trolley power source, the other feeding up to the "T" fingers in the controller. The drawing showed the upper coil connection for trolley and the lower connecting to the fingers. We found they were connected in reverse (probably been wired this way for decades). We checked the wiring at the #1 end. It matched the schematic. A "blow out" coil is an electromagnet used to push/pull the electrical arc that forms as the copper contacts carrying current are opened. Unlike alternating current (AC), which stops flowing each time it alternates, direct current (DC) is always flowing. A DC arc is always heating the air making it possible for it to span large gaps and difficult to stop. Controllers have thick insulators called arc chutes meant to help contain the arc but they need the help of the blow out coil to push the arc their way. In a K6 the coil is designed to magnetize an iron core in the cylinder and an iron bar on the back of the arc chute which along with the cast iron base form a large U shaped magnet.

Trade publications containing announcements of the K35 controller described its improved blow out coils and told of issues with older designs like the K6 that occurred when switching high currents. Using a compass to check for residual magnetism in the arc chute's bar on each K6, we verified our problem controller was different. All these years the "blow out" coil had been pulling the arc in towards the cylinder core rather than into the arc chute.

We swapped wires to their correct terminals and the motors energized. The correct needle on the compass now pointed to the arc chute’s iron bar. A test ride was done and parallel operation was selected several times with no issues found. A nagging problem has been solved. *Will the future Star Trek crew will read this issue of the Dispatch and get the polarity right the first time?*

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**They can’t talk but they do speak to us!**  
*S. Bates*

Fortunately, our members/volunteers bring the stories of our cars to life. Drawing on what was documented by earlier volunteers and fleshing out details, Richmond Bates has developed summaries for over 100 vehicles. Each includes: technical info, operating and ownership history, current condition.

Did you know that we have a City and Suburban Streetcar, built in Cincinnati in 1927 for service in Atlanta that found its way to Korea where it operated until 1968, and ended up here in 1988? The car's full biography speaks of racial issues, war, ambitious plans, adaptation, failed plans (the car was to become a spaghetti restaurant in Las Vegas, NV—which likely explains the “Bulldog Goldfield Railroad” lettering on its side), and collection choices.
A recent professional assessment of the Museum’s track identified significant maintenance and repair issues requiring both financial support and volunteers to address. Herb Pence’s conversation with Peter Wilson, Supt. of Track Construction & Maintenance, prompted Peter’s reminiscence about how the extension of the Main Line and the creation of the Talbott Park loop was accomplished. S. Bates

DESTINATION: TALBOTT PARK  By Peter Wilson, with Herb Pence

In 1989, Mike Simonds, the Town House Shop Manager, suggested extending the main line from its then stub end at Gregoire’s Crossing. If a loop could be created, we would be able to easily run single-end cars, instead of backing down to the Visitor’s Center. With rail and ties in hand, a crew of volunteers started to build north, using crane No. 3246 and the burro crane. By installing every third tie, the crew laid track almost to the top of the hill. This was completed over the three day, 4th of July weekend.

The rest of 1989 saw the new track work receive more ties and ballast. Work in 1990, brought the project to the Talbot property. Some trails were blazed in the woods, to determine how and where a loop could be built. There were wetlands, boggy lands and ledge to be avoided.

The Talbott family deeded enough property for Seashore to construct a loop. With the land available and constraints identified, the volunteers went to work. Chain saws and other equipment were applied to the task at hand. It was believed that a 60-foot radius (to the inside rail) loop would work. The MBTA had donated surplus rail used in temporary loops built for the construction of the Riverside Line, at Reservoir and Cook’s Junction, outbound of the Newton Highlands stop. They were bent to a 50-foot radius. The curved rail was hauled back to Boston, where it was re-bent to a 60-foot radius, then returned to Seashore.

The layout of the #6 turnouts (switches) was discussed by many members. The final decision was to operate on the Talbott Park loop in a clockwise direction. The museum was blessed that we had two #6 flange bearing frogs on the property. The switch points came from a yard being dismantled in West Cambridge. The museum had to purchase these. The in-place running rails are fully heat treated 115 pound Re rail. The restraining rail is modified heat treated 132 pound rail. A large contractor had some left over from a large MBTA job and the rail was kindly donated.

I tried my connections for an in-kind donation from Pandrol, Inc. for the tie plates, clips and lock spikes. No luck; they had to be purchased. When the time came to drill holes in the rails, voila the Blue Line had available a new electric drill! Seashore purchased new bits, which were returned (as rental payment) with the drill. To complete the installation Tom Bergin arranged for donated ballast to be dropped.

Before all this work was complete, Chuck Griffith, Fred Perry and Art Bristol did the rough grading. Jim Hamlin finished the final grade with his large bulldozer. A large ledge appeared to the northeast of the platform. In order to remove it, blasting was required. Stu Giles, a local contractor, was hired to drill the holes and blast. When the time came to drill the holes, he was called away. Roger Tobin asked if any work could be done in his absence. Stu showed Roger how to drill the holes. Upon his return, Mr. Giles showed the volunteers how to load the dynamite into the holes. When the blasting took place, Chuck Griffith was selected to initiate the explosion. He needed surgery to remove the grin from his face.

When the track work was complete, the overhead contact system (trolley wire) was installed. Using wire car No. 4, John Middleton and Fred Perry installed it. There are many details I had to leave out of this remembrance.