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Who knows?

2018 Annual Meeting set for April 28

ATTENTION! ACHTUNG
ATTENZIONE ATENCIÓN
注 意 انتباه ध्यान
Wanted & Needed:
Someone to replace me as the Dispatch editor!
Contact: director@neerhs.org

You commented.
We heard you. We acted.

Trolley museum.org’s donation form is now more user-friendly and the receipt includes more information.
2017—In the Rearview Mirror

S. Bates

Admissions numbers were somewhat disappointing as we’ve become accustomed to increasing visitor counts in recent years. Because our major bus tour customer sold fewer Maine tours, in 2017 we saw about 2,000 fewer visitors than in 2016.

In 2017 we continued to make changes to improve customer service and back office processes. Those include consolidating banking relationships, introducing a new mobile and commerce friendly website, and moving our accounting system online. If you like receiving your Dispatch in color, you’ll be happy to know that the overall cost of the new format is less than that of its B&W predecessor.

Focusing on utilization of assets for the museum’s benefit, the Trustees approved changing the use of an adjacent house from rental to library use, and harvesting timber on our northern acres generated cash that will be applied to improve the public campus.

Under VP Facilities Tom Santarelli’s management, large campus projects were in full swing, including preventive tree clearing around overhead, buildings, vehicles; vastly improved service roads behind the developed area of the campus; preparing the Fairview site, executing phase 1 of the Fairview expansion and aligning contractors for phase 2. We were delighted that the project received support not only from members and 20th Century Electric Railway Foundation, but also the Davis Family Foundation, for whom Seashore’s role as a Humanities organization was key.

The overhead system got a dose of love as well, with eight poles replaced in 2017. On a smaller scale, but highly visible to customers, the path beside South Boston was restored to a condition it hadn’t enjoyed since the 1970’s.

An outside contractor’s inspection of track validated our understanding that significant maintenance is mandated in 2018 and beyond. Needed: 1) financial support AND 2) additional track volunteers. To volunteer, email volunteerordinator@neerhs.org. Donations can be made at trolleyuseum.org or by mail.

The museum store was charged with increasing memberships, and sold 220 of them in 2017, up from 135 in 2016.

The Restoration Shop managed delivery of the City of Manchester replica car to the client’s home in Florida, wrapping up a private contract for which planning began in 2013.

Not all of the final entries are made for 2017, but we know that the General Fund “balanced.” We depend on a successful Annual Fund Campaign to cover operating costs associated with our core mission. Broad-based member support and several major donations got us there again. We are profoundly grateful to members, visitors and donors and remain committed to earning your continuing interest and support.
Notes From the Trustees Conference Room, 1-20-18 S. Bates

Memberships: Trustees completed their review of Membership categories, taking the following actions:

1) Newsletter: Members joining in 2018 and thereafter receive The Dispatch by email only. Those wishing to receive the Dispatch in hard copy are charged $10 more per year at the time of joining. Existing members are grandfathered.

2) NEW Membership categories were created:

   a) "Plus 1" Membership: annual dues $55; provides free admission for the member + one guest per visit.

   b) "Friends" Membership: member chooses a payment of $20 or more per month to combine Membership dues and Annual Giving through a monthly donation, automatically charged to your credit card (minimum is $20/month) or financial institution. You can set this up on our website www.trolleymuseum.org

Fairview Carhouse Expansion: Trustees took the administrative actions necessary to enable the organization to proceed on the next phase of the Fairview project. President Schantz shared the news that 20th Century Electric Railway Foundation had just awarded a $95,000 challenge grant.

Board-restricted Endowment: The late Trustee, Roger Somers, had established a payable upon death account with a value of approximately $45k for the Fairview Expansion, $45k for the Library, and $45k for Connecticut cars. Trustees voted to establish a board-restricted endowment for the maintenance of Connecticut cars #303, #838, and #1160 to receive that $45k. This endowment fund is open to additional donations to help assure that these cars remain in operating condition.

The next meeting will be on Saturday, March 17. Remaining meetings in 2018 will be on April 28 (following the Annual Meeting as required by the By-Laws), May 19, July 21, September 15, and November 17, 2018.
2018 Calendar
Connecting YOU to transit history!

Special Events & Activities
Details at trolleymuseum.org

<table>
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<tr>
<th>Date</th>
<th>Event Description</th>
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<tr>
<td>Apr 14</td>
<td>Instructor &amp; Dispatcher Training</td>
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<td>Apr 21, 22</td>
<td>Operator Requalification Training</td>
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<td>Apr 28</td>
<td>Annual Meeting</td>
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<td>May 5</td>
<td>Community Appreciation Day-50% off admission for Residents of Arundel, Saico, Biddiford &amp; the Kennebunks</td>
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<td>May 13</td>
<td>Free admission Moms visiting with kids</td>
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<td>May 26-28</td>
<td>Veterans Appreciation WEEKEND Veterans receive 50% off admission</td>
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<td>Jun 2</td>
<td>Museum closed for private event</td>
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<td>Jun 3</td>
<td>NEW—Cold Beer, Cool Music &amp; Hot Dogs</td>
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<td>Jun 6</td>
<td>United Way Day of Caring—Volunteers working on a variety of museum projects</td>
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<td>Jun 15</td>
<td>NEW—Pirates at the Seashore music, rum cocktails, food</td>
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<td>Jun 17</td>
<td>NEW—“Something’s Fishy—Fathers Day Fun at Seashore Trolley® Games at the Trolley Park® Free admission Dads visiting with kids</td>
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<td>Jul 15</td>
<td>Moxie Day</td>
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<td>Jul 20-22</td>
<td>Theodore Roosevelt Days</td>
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<tr>
<td>Aug 17</td>
<td>NEW—Gala Evening to be held at On the Marsh Bistro To Benefit Seashore Trolley Museum</td>
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<td>Sept T&amp;D</td>
<td>Members Day</td>
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<td>Sep 22 &amp; 23</td>
<td>Pumpkin Patch Trolley</td>
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<td>Oct 6</td>
<td>Transit Day</td>
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<td>Oct 28</td>
<td>Trolley-ween Closing day Treats for Kids</td>
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<td>Nov 10</td>
<td>Night Photo Shoot</td>
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<td>Nov 30</td>
<td>Golden Chariot Ride &amp; Cocktail Party</td>
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<tr>
<td>Nov 30, Dec 1 &amp; 2</td>
<td>Prelude Daytime Trolley Rides in Heated Cars</td>
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<tr>
<td>Dec 7</td>
<td>Golden Chariot Ride &amp; Cocktail Party</td>
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<td>Dec 8</td>
<td>Surprise! Santa’s on the Trolley!</td>
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<tr>
<td>Dec 8 pm &amp; 5 pm</td>
<td>Prelude Daytime Trolley Rides in Heated Cars</td>
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Museum Store News & New Items

Happy 2018 from Sherri Alcock, Visitor Center & Store Manager

Make me an offer I can’t refuse!
We still have a few older books and DVDs on clearance, so please ask or make an offer.

Corgi and Bowser models are getting harder to find, and our selection is dwindling. Don’t miss out—make me an offer today!!

Sherri Alcock  207-967-2800  X109  store@neerhs.org

Reminder - members are eligible for a 10% store discount!

The Museum Store carries books and much MORE! Many new items and classic favorites are on order.

A few of our select new items:

♦ Tracks of the NYC Subway 2018 for $41.95
♦ Linking Chicago’s Neighborhoods for $18.00
♦ 2018 Streetcars & Trolleys Calendar for $15.95
♦ The Race Underground DVD for $21.99
♦ Engineer Giraffe for $7.99
♦ Motorcycle Parts Tote bag for $40.00

New England Made Products—in March we’ll be shopping for new merchandise at the New England Made show. When you buy these you’re supporting both STM and regional vendors!

Seashore Trolley Museum WEBSTORE

It’s easier than ever to shop the Museum Store on line.
In 2017 we were working to perfect the new webstore. The transition was time consuming, but we’re nearly 95% complete with merchandise updates. In the past 12 months we have had about 5,100 unique visitors and almost $5,000 in sales!  
http://seashore-trolley-museum.shoplightspeed.com/ 
Or click on the “Museum Store” link on www.trolleymuseum.org 
Use coupon code memb2018 to receive your 10% member discount.
(Exclusions apply to sale items.)

Order form for US Mail or email orders

Seashore Trolley Museum

Address: 195 Log Cabin Road PO Box A Kennebunkport ME 04046
Phone: 207-967-2800  Fax: 207-967-8152
Email: store@neerhs.org

Visit us on the web at http://seashore-trolley-museum.shoplightspeed.com  or www.trolleymuseum.org

Call 207-967-2800 x109

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Subtotal

Member discount, shipping and taxes will be calculated and an invoice will be sent via our webstore, email or fax.

Member discount does NOT apply to memberships, clearance/sale items or donations.

Please call to obtain your total before sending a check or money order.

Please note that media mail rates only apply to orders with books ONLY.

Taxes are only applied to orders shipped to Maine or Massachusetts addresses.

Orders can be paid with the following methods:

• Check or money order - will ship upon receipt of your payment
• Paypal, ($2.00 service charge will apply).
• STM Webstore *Preferred Method

Overseas orders are sent priority mail with a minimum charge of $14.95

All regular shipping is done within 2 business days.
What makes someone care about a particular car or cars in our collection? Feeling a personal connection.

We are grateful to Phil Tsihlis for sharing his connection, and the story behind his family’s decision to support our MBTA Red Line 01400 project.

The Andrew Tsihlis Story  
by Phil Tsihlis (Photos contributed by Phil Tsihlis unless otherwise noted)

Andrew and Phil Tsihlis

My wife Jody and I are honored to contribute to the restoration of the MBTA Red Line 01400 “twins” in memory of my twin brother Andrew (Andy) Tsihlis who passed away from AIDS-related complications in May 1995.

Growing up in Arlington MA, Andy and I shared interests in things transportation-related. We had easy access to the Red Line in Harvard Square via the 77 bus and I have fond memories of Andy and riding the 01400 Bluebirds on the start of our frequent junkets to explore the “T”.

Of course, we were like typical 10 year old kids engaged in model trains and such. But Andy always jacked things up a notch or two. Not satisfied with the traditional railroad names that accompanied model trains at the time, (Santa Fe, Pennsylvania, New Haven) Andy wanted his own railroad, painting his engines and railroad cars in the name of “his” railroad. He also created a detailed schedule and fictitious Annual Report for this empire.

During that same period, Andy was contacting major airlines to for press / promo kits so he could get his hands on glossy 8X10 shots of the carrier’s newly introduced Boeing 747. In our early teens, Andy and I would hop on the T to watch planes at Boston’s Logan airport, hoping to get a rare glimpse of a “74” parading on the tarmac.

Never losing his transportation empire mindset, during his undergrad years, Andy interned with the MBTA Advisory Board. To Andy, this was career nirvana. He had access to Boston’s transit system that he could have only dreamed of when we were 10 years old. Andy invited me to join him on a tour of the Red Line subway extension under construction in Cambridge MA during the early 80’s. You should have seen the beaming smile on his face as the crane lifted us via this crude cage and dropped us into the construction access shaft in Porter Square. It was as if he was inspecting the progress of “his” railroad.

Andy became an Aviation Analyst with the Massachusetts Port Authority (Massport). If the job with “The T” was nirvana, this one was career heaven. I considered Andy the unofficial Mayor of Logan Airport. His office at the base of the control tower overlooking his airline empire seemed like a reward for the teen who once stood on the upper deck of the parking garage spotting planes.

Andy loved his role with Massport, taking advantage of his position to include family and friends in his empire. When the Tall Ships visited Boston in the early 90’s, Andy invited Jody and me to participate in the Massport employee event at the end of an active runway for a cookout / Tall Ships viewing party. (Andy was watching the planes not the ships.)

I traveled often through Logan airport on business trips, and Andy would somehow always find out which inbound flight I was on (pre internet) and usually met me on the jet way by the front door of the plane upon arrival.

This is my twin brother Andy. He’s been quite the inspiration on my life. Had his life not been cut short, I can only imagine that he would have gone on to play a significant role in public or private sector - managing a slice of the transportation empire. He never sweated the small stuff, he never gave up, and never complained about his physical condition in the later stages of his ailment. He was way too busy living.
In our only heated space, 6131 has the “best seat in the (car) house”. Once there were 6,404 of these ugly but efficient ‘crowd swallowers’ running on all the heavy lines, often in trains of 2 or 3 cars. Now that they have passed on, it’s our job to recreate those experiences. **What do YOU remember?** Please share your recollections with us. Did you have a problem boarding when the centre well was already full? Did you have to stand? Were they noisy? What route did you take? How old were you? And what was your fare?

**6131’s revival is not easy or inexpensive.** Although we have good volunteer help, occasionally the project draws on the paid staff and requires contracting work, primers, paints, canvas (for the roof), abrasives, denatured alcohol, etc., etc. Taking it to the finish line will require continuing support from donations – any gift to fund 576 is helpful and continuing volunteer effort. These folks have worked hard on 6131 and would welcome others’ efforts: Jim Mackell, Carl Mabee, John Mercurio, Emmanuel Nichols, Eric Gilman, Carl Mabee and Donald Curry. If you’re interested, call the Donald G. Curry Town House Shop at (207) 967-2540 or email dgcurry183@roadrunner.com

Knowing when to stop is the secret of a successful and experienced restoration technician and we’re still studying.

**The body** - is largely rebuilt. A major ‘breakthrough will be installing the last of thousands of hot rivets. There’s about 1 to 1½ day’s work for a seasoned crew of 3 or 4 including a “heavy weight’ to keep the rivet set from bouncing off the rivet head.

**The roof** – Only recently has it been convenient to assess the cab roofs:

- Main body monitor and clerestory - still has its original deteriorated canvas, trolley boards, trolley rope access hatches, sashes and ventilators. Roof sheathing is tongue-and-grooved poplar, filled, sanded, and is ready for priming and painting.
- The sides below the clerestory were originally agasote, a predecessor of Masonite, applied in sheets screwed to the roof ribs that will have to be re-fastened.
- Cabs are sort of ‘stuck on’ to each end. Their roofs are formed tongue-and-grooved poplar, slightly bent to conform to bent rib support. Most of the roof canvas, that was held in place with steel upholstery tacks and wrapped around wood sheathing ends, is gone – as are most of the nails holding the sheathing to the plate. We’re evaluating how much of the sheathing to “repair or replace”.
- Angles and plates – Plates need rust-treating.

**Boston “enamel” finish.** Do you remember the Boston “alligator” finish that was on everything on trolleys and rapid transit lines in the 1950s? Eric Gilman has removed most of the original finish. The trick is to keep the patina and remove the rough stuff. We will re-coat it with garnet shellac as we are doing on the Narcissus.

**Auxiliary circuits** — In the first 15 years, work under 6131’s body, among other things, involved the traction motor and control wiring and the piping and levers for the air braking system. Now that is mostly completed we’re on to auxiliary circuitry: lights, battery lights, and signals. Thanks to the late Gerry O’Regan we have excellent drawings and schematics to guide us.

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**DON’T WAIT FOR THE NEXT DISPATCH!!!**

**Portland-Lewiston Interurban no. 14 Narcissus**

Project Sponsor Phil Morse’s blog makes it easy to follow the restorations of Narcissus & Morrison Hill Station

narcissus1912.blogspot.com/2018/01/40000-donation-from-20th-century.html?m=1

In January the project was awarded $40,000 from the 20th Century Electric Railway Foundation. This Foundation also awarded a $10,000 matching grant to the project in 2014.

**Schedule of PLI/Narcissus Presentations - Spring 2018** : Phil casts a wide net and engages in a variety of activities to build and sustain interest in and support for the restoration of the Narcissus. Details at

narcissus1912.blogspot.com/2018/01/40000-donation-from-20th-century.html?m=1

- **“Portland Railroad”** Scarborough Public Library, Sun—Mar 4, 2018, 2 pm (Phil)
- **"The Portland-Lewiston Interurban 1910-1933"** Lewiston Public Library, Tue, Apr 10 noon - 1:30 pm (Phil & Don)
- **"The Portland-Lewiston Interurban & No. 14, Narcissus"** W. Falmouth Baptist Church, Tu, Apr 17 6:30—8 pm (Phil & Don)
- **"The 1915 Morrison Hill Station & the PLI in West Cumberland"** W. Cumberland Rec Hall, Tu, May 15, 6:30—8 pm (Phil & Don)
In the Sep-Oct issue Jack asked “What was the first underwater vehicular tunnel in the New World?  Jack’s answer “East Boston Tunnel (EBT) 1904” was 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 under-water tunnel.”  Well, according to Thomas VanDeGrift “Andrew doesn’t know Jack. The CN-GTW tunnel is under the St. Clair River between Port Huron, Michigan and Sarnia, Ontario. Yes, it was the first underwater tunnel in North America and was completed in 1891.  The first tunnel under the Detroit River was built by the Michigan Central RR in 1910.  An auto tunnel also opened in 1930.”  The End!