In Remembrance

Memorial Services were held for Roger Somers and Frank Welch on April 28, 2018. Family members for both Roger and Frank were in attendance. Their ashes were scattered at Talbott Park, they will be fondly remembered, but never forgotten. Photos courtesy of Herb Pence.

IN THIS ISSUE

Roger Somers and Frank Welch Memorials

From the Chairman

From the Trustees Conference Room

Wedding at Seashore

Day of Caring and Improvements to Arundel Station

Volunteers working at facilities

Library Committee

Restoration and Maintenance Report

Curatorial Report 966-Lowell

A Buckeye on a Pine Tree!

A time for reflection. L-R, Senor Trustee Mike Lennon, Eileen Somers and Shop Manager Randy Leclair, pause during the distribution of Roger Somers ashes on the Talbott Park track.

Eileen Somers distributes her husband’s Roger’s ashes on the tracks over which he operated many cars. Roger was instrumental in restoring Connecticut Company car 1160 to service along with other Connecticut Company street cars.

Mourners spread Frank Welch’s ashes on the tracks at Talbott Park. He was a long time Seashore member and Trustee, plus serving as President. Boston car 5821 was used to transport friends to the ceremony.

Mourners return after the ceremony to the Visitor Center.
From The Chairman

Greetings,

My first year as Chairman of the Board of Trustees ended as all Seashore years do, with the Annual Meeting. Except, this was the first annual meeting I chaired. And I wasn’t gifted with a simple one. In addition to reports, elections, and awards, this meeting included two memorials for members we lost last year: Frank Welch, a past Trustee and past President; and Roger Somers, a Trustee and Director of Railway Operations. We also hosted a group of MBS members: people interested in bus transportation industry and bus equipment. Their presence had no impact on our meeting but contributed welcome admission and sales revenues.

This year the Proxy Committee only sent proxy ballots to shareholding members whose dues are paid before annual meeting. Expect this idea to be in place for 2019. The cutoff date will be announced well in advance of annual meeting.

Executive Director Sally Bates will be retiring from the museum on August 31. While the trustees will miss her and thank her for all she has done, we also look forward to working with her replacement, John Michalowski.

I apologize for the delay in this announcement. For those of you who were present at the Annual Meeting, these results differ from those announced on April 28.

A subsequent review of the voting determined that the results announced were for the popular vote not the share vote. It fell to me to
1: notify the person who won a seat in the popular vote but not in the share vote that he had not been elected, 2: notify the actual winner of the change, 3: notify the Trustees, and 4: notify the you, the membership.

Election Report From The Chairman

Here are the results for both share and popular votes with the discovered anomalies fixed:

<table>
<thead>
<tr>
<th>Shares</th>
<th>Popular</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Favor</td>
<td>Against</td>
</tr>
<tr>
<td>On the confirmation of James van Bokkelen to fill the seat of Roger Somers on the Board of Trustees</td>
<td>89.97%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Candidate</th>
<th>% Shares</th>
<th>% Popular</th>
<th>Position</th>
<th>Position</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Justin Grizey</td>
<td>50.38</td>
<td>21.26</td>
<td>4</td>
<td>8</td>
<td>Elected</td>
</tr>
<tr>
<td>James Mackell</td>
<td>82.92</td>
<td>75.86</td>
<td>1</td>
<td>2</td>
<td>Incumbent, Elected</td>
</tr>
<tr>
<td>Randy Stahl</td>
<td>68.33</td>
<td>50.00</td>
<td>3</td>
<td>3</td>
<td>Elected</td>
</tr>
<tr>
<td>Peter Wilson</td>
<td>80.52</td>
<td>82.76</td>
<td>2</td>
<td>1</td>
<td>Elected</td>
</tr>
</tbody>
</table>

Respectfully Submitted:
Tom LaRoche
Chairman, NEERHS Board of Trustees
From the Trustees Conference Room

by Sally Bates

The next Executive Director has been chosen: At the May 19 meeting of the Board, President and CEO Jim Schantz announced that John Michalowski, Jr. has been hired to succeed Sally Bates as Executive Director. There was unanimous agreement amongst search committee members that John was the strongest candidate from a field of qualified applicants. John’s background is in both the architectural and museum fields. To provide for an orderly transition of responsibilities, John will come on board two work weeks before Sally departs on August 31. The Board will meet to review the museum’s strategic plan on August 25 with both Sally and John participating.

Most of Seashore’s Public Campus was Involved in June 2 Wedding

by Saly Bates

We spent ten months of planning, and several months of execution (transforming the Pine Grove, a massive car shifting project, readying Highwood, vehicles, and decorating) preparing to host the wedding held here on June 2 - described by the bride as “my dream wedding!” The public events we’ve hosted in recent years, beginning with the 2014 “Seashore Trolley Speakeasy” provided a logistical “model” that we adapted to meet the specific requests of our customer. Elements included a pre-wedding ceremony in the Visitor Center, a 5 pm wedding in the field beside our parking lot, champagne on the platform, a cocktail reception in Highwood Barn, dinner in the pine grove beside Highwood, trolley shuttle service between the VC and Highwood, an after-dark Main Line ride, and dancing in Highwood until 11 pm. With two large tents, 20 dinner tables, a dance floor constructed in the front of Highwood, a trailer of restrooms as well as bars and high top tables and seating coming in, this was a very busy place from Thursday through Sunday.

Seashore was showcased to its best advantage, not only to the 130 guests, but also to vendors (including caterers, rental companies, florists, musicians, etc.) who provided services. My hope (and expectation) is that this wedding was the springboard that positioned Seashore to become a serious venue for private events.

A special thanks to Tom Santarelli, VP Facilities; Brandon Barlow, Director of Yard Operations and Infrastructure; Jack Coyle and other volunteers in the Yard Ops crew for the prep work. Thank you to the Operating Crew for the event: Todd Glickman, Dan Vardaro, James VanBokkelen, Mike de la Vega, Brian Tenaglia, Tom LaRoche.

Photos by Tom Santarelli
**Improvements to Arundel Station**  
by Phil Morse

With the help of four international student-volunteers from the Thornton Academy Residential Life Program, we replaced five trim boards on Arundel Station and repainted all the trim. The “Arundel” sign will be reinstalled after its repainting and lettering is complete. photos by Phil Morse

---

**Facilities Depend on Volunteers for Improvements, too!**  
S. Bates

What a difference a Day (of Caring**) makes!
On June 6th nine volunteers from Corning and two volunteers from UNUM joined member/volunteers Tom Santarelli, Jim McMahon, the Tirrell family (Colonel, Rita, and Jim), Peter Wilson to clear brush, spread mulch, garden, paint, clean cars, and work on track.
**United Way coordinates an annual Day of Caring for which businesses allow employees to volunteer at non-profit organizations.**

With all of us working together, the impact was profound, and everyone involved was amazed and proud of the results. Most noticeable was the big reveal of Northampton Station’s supporting structure, pictured here. The stage is set to continue exterior improvements that will showcase this architectural gem.

---

**Glass half empty, or glass half full? North wall of VC has to be fixed now!**  
S. Bates

The situation:
1. The siding and windows on the VC are tired, and should be replaced.  
2. The north wall is in the worst condition, and we have only enough funding to pay for materials to replace rotting siding on this wall.  
3. The existing colors on the VC detract from the building’s intrinsically good design.

The solution we chose:
1. Tom Tello and Jim Mackell volunteered to provide the labor to prepare and install new siding materials on the north side. Paul Kochs provided technical advice and lent a nail gun. (Tello and Mackell prepped materials with multiple coats of paint and stain.)
2. Colors were chosen that will not clash with the other sides until they can also be repaired. The new colors will work with one or two accent colors that can be chosen when the remaining sides of the building are addressed.
3. The potential for an improved building image is being revealed, and we believe can encourage support to complete the “makeover” of the VC’s exterior!
The Library Committee met on April 7, 2018. A meeting was scheduled for May 12, 2018 but did not have a quorum. However a good discussion was held among those members present after which donated materials were moved into the Arundel House.

On March 27th we lost our longtime active Seashore and Library Committee member Norman Down. His fiancée Virginia Slattery will be working with the Library Committee to identify and fund an appropriate memorial for Norm.

At Annual Meeting the Library Committee manned two tables of used books for sale. That plus the sale of muffins and cookies meant a profit of $340.50. This was helped greatly by the bus tour group going through the Museum that day.

On May 5, 2018 with the able assistance of Mike Lennon, Mark Sylvester, Ed Dooks, and grandson Zachary Dooks, the Somers collection of books and other materials for the Library was moved from the rented storage unit in Hudson, NH. Once the offices are set up in the Arundel House the collection will be inventoried. On Annual Meeting day Matt and Eileen Somers brought another truck load of material to be added to the initial collection.

Going forward this spring, the Library Committee will be looking for good, used equipment for the house, especially good five-point base office chairs. Sally Bates has already identified a couple of tables and file cabinets for our use, as well as an additional dehumidifier. Jim Mackell has donated an air conditioner. Once we are set up we will have an open house for the members.

June Meeting and Workshop: June 16, 2018 10 AM-2 PM at STM
New “Headquarters” for NEERHS Library
Karen Dooks, photo
Car Restoration and Maintenance Report

May-June 2018
by Donald Curry

Additional reporting by Ernie Eaton and Randy Leclair

The shop building and its environs
Spring comes and the building becomes lively. Yesterday (19 May) as I was preparing to leave, a huge truck with a long boom was pulled up toward the north gallery Shop door dangling a bundle of 5/8 in. sheet rock to be brought into the balcony. When I left, a crew of two John Melansons (father & son) and Eric Gilman were installing the last few of the long awaited pieces. They are now ‘mudding’ seams. Light fixtures and electrical conduit are to follow. We will then have ample room to do component work like glazing and painting windows & doors, overhaul controllers and other small ‘gadgets’, make signs, etc.

In the Shop yard, when not replacing Main Line ties, the track department are assembling two brand new “switch kits” which will replace the questionable and well-worn ex-Sanford, ex-MTA pieces. Hopefully they won’t require the extraordinary caution presently required while negotiating them. On hand for this are the regulars: Chuck Griffith, Dana Kirkpatrick, John Petillo, Charlie Publicover, James Van Bokkelen, and Peter Wilson.

We continue to enjoy the tight roof, especially watching the snow avalanches on the west side. There are some big leaks in the Quonset extension, an area that was not covered in the main job. Several areas of fiberglass panel area on the east side are bare and need replacement.

Have you ever thought what a treasure of Laconia trolleys we have in close proximity out on the main floor: Narcissus, 4387 and 4175. Each one is a real gem.
Lexington and Boston Street Railway, single-truck box car no. 41, John Stephenson Car Company, 1901 (Fund 754)

From the “Everything is Related” department:

Recently the Track Department expressed the need for a couple of 4-wheel flat cars to be used for transporting track materials. It turned out that they were under Biddeford and Saco Birney Car 615 (ex-Portland RR) to allow it to be rolled further inside Central Barn for storage. This time the idea was to swap the work flats out for the Bradley Birney truck on which car 41 had been placed when we received it. This will unite the 615 Birney with a real Birney truck for the first time in many decades.

As you have read in past reports, a lot of work has been put into the Bemis no. 203 truck making it nearer to completion with the exception of a handful of castings. But the real sore spot are the wheelsets we had planned to use. These were sent to Brian Fanslau at Boothbay Railway Village, who tested them and found both had severely bent axles. We have been in contact with other museums to help with the process of creating new ones. This unexpected cost may be as high as $11,000. In a more positive vein, other work has not been so difficult. The thick tapered ash rub rails are smoothed up and installed awaiting their half-oval ‘cappings’. Jim Mackell, Tom Tello, and Dick Avy have largely completed the canvassing of the roof and installed the compound carline covers. Other significant components to be made or installed are: hand brakes (Lion style), track scrapers (all assembled, awaiting hanging), Pfingst fenders (Boston style), K-10 controllers in process of overhaul.

Box signs are painted and lettered but mounting castings are still needed. Ceiling wiring is complete and ready for headlining panels to be installed. The canvas is neatly installed and painted a rich looking Colonial Yellow. The interior of the car has had continuing electrical work done, performed by Peter Osgood, Steve Kappers, and Randy Leclair.

Eastern Mass Street Railway, semi-convertible 4387 – Laconia Car Co. 1918 (Fund 672) A. C. Electric has just delivered two of 4387’s four GE 247 traction motors as evidenced by AC’s tag riveted to their frames and yellow signs saying ADD OIL TO PROPER LEVEL BEFORE PUTTING INTO SERVICE (!) (our !). As I looked down at their beautiful, barely worn pinions and clean black case they look ready to go. They have rather rare RICO oilers - only 4387 and 631 are equipped with these. They are meant to create a regular but small stream of oil onto each of the motor’s four bearings. But we have found we don’t run long or fast enough to create the heat that causes the oil to flow up and over; down to the actual bearing. So we’ll honor the Eastern Mass for trying but will move the oilers out of the way during lubrication and then put them back to position. These motors have to be installed so the car can be turned and the other two motors overhauled. Funding has been good, so more work than originally planned can be done. Meanwhile its interior Trolley Cherry Red DuPont Centari still gleams after 28 years!
The majority of the work done this spring has been rebuilding the roofs of two motorman’s cabs. They are about the only curved sections of the body, with bent ribs and tongue and grooved sheathing bent to a spherical shape. The canvas covering these areas had disintegrated around the ends which allowed moisture to work its way in causing the nails to rust and leaving no areas for them to take hold. John Mercurio has been very helpful removing the old nails and scraping and repainting the sign boxes, ribs and inside of the roof sheathing. Jim Mackell made the replacement ash ‘plates’ which hold the rib ends in place. We’re working right up at the top of the ‘box’ but John seems to be able to squeeze into the narrow space in front of the sign box to remove and screw down the sheathing. Using West System epoxy we have been able to fill the splintered sheathing preparing it for canvas. (We used stainless screws to hold everything down far better than the original rusty nails.) The canvas on the no. 1 end is installed and painted and, with the experience gained on that end, we know how to deal more efficiently with the no. 2 end.

Rick Ruel is in the process of assembling the new passenger signal button switches. With Chuck Griffith’s help we cast lead quarter round sections that can be easily bent around the bent areas at each of the corners of the roof, matching the ash stretches in between. Inside the car John has taken the curved Agasote advertising sections, removed the near century buildup of Boston dust, and primed the sections we can reuse. Agasote is a predecessor of Masonite that becomes quite brittle with age, so the replacement is still going to have to be soaked in water and bent over a form to shape replacement of the missing material.

When the 6131 was converted to a sand car, BERy removed about half of the car’s motorman’s cab’ bulkheads. They’re of very interesting and complex construction. As we study this we have a feeling that they were put on before the roof when it was built. They form sort of a cage (grillwork) on each side of the centre door of the cab. Seashore people scrapped one car in Boston and another here but only about half remained at the end so we’re missing quite a bit. We’ve done some study of the complete C-E car 6270, to see how things were done but it’s likely they will have to be removed and reworked the structure on the motorman’s left in order to duplicate them. We have all the materials to install the multitude of auxiliary circuit wiring but need to do the bulkhead study first.

**Boston Elevated Railway Ramp Car 3603, 1923** – has a ramp for driving a truck on from ground level. It’s used for carrying track materials and, with its smaller wheels, is easy to reach. Its deck disintegrated over the years so we have replaced it with 3-in. thick Maine ash. How many of you remember the piano that was delivered to Stacy’s field?

**Portland-Lewiston wood Interurban no. 14, Narcissus, Laconia Car Company 1911 (Fund 816)**

Last time we reported that our project planing efforts produced a spread sheet listing components and work items needed to complete this project. Since then we have begun the effort to rediscover the design details of the propulsion control and brake systems, along with the trucks and their motors. When this car arrived at the museum it lacked virtually all the components required by these systems. Period documentation helps make up for the lack of physical artifacts. Some documentation had been gathered, at the turn of the century (1999 sounds like a long time ago), by Tom Hughes and others working on 14 at the time. These included scans of period photographs, and drawings of system reference designs. We have added to this scans of more photographs, articles on the PLI, Scans of publications and period catalogs. Some of these are scans we have made from documents used by the staff in the DGC Town House Shop, others have been researched and then forwarded by Dave Johnson in California. Books.google.com and Worldcat.com have led us to an ever increasing number of scanned books and product bulletins available on the internet.
Many of the documents we find online were scanned with optical character recognition (OCR) enabling them to be searched. Having documents in this form speeds research and saves wear and tear on the precious originals.

One example of a valuable resource we have is the 1911 Electric Railway Dictionary. It contains “definitions and illustrations of the parts and equipment of electric railway cars and trucks. It was “compiled under the direction of a committee appointed by the American Electric Railway Association” by Rodney Hitt, Associate Editor of The Electric Railway Journal, published by McGraw Publishing Company in 1911. The dictionary section is accompanied by illustrations in the form of catalogue excerpts from manufacturers at the time.

As we build our understanding of how these systems were originally implemented we also find ourselves combing over our scattered collection of components for candidates to be used in the restoration. The Westinghouse HL Multi Unit Control is a good example of this. This 500+ lb device resides under the car where it remotely switches the high current circuits that feed the traction motors.

Based on a September 18, 1915 “The Portland & Lewiston Interurban” article in the Electric Railway Journal we know “Each car is equipped with four Westinghouse 304, 90-hp. motors, with type HL automatic air multiple-unit control.” A later O.R. Cummings book is a bit in error where it states the car used Westinghouse H.L automatic multiple unit control. Westinghouse literature explains that the “H” means hand acceleration (non-automatic) where the motorman rotates the master control drum one ‘point’ at a time at a rate he chooses. The “L” indicates that the control logic was powered from the Line (trolley) power after being reduced with a control resistor vs the alternative “B” for battery power. The “unit” means unit switch. For 14 there will be from 8 to 10 identical breakers which are ‘pulled in’ to make contact in the sequence determined by the design of the master control drum. These unit switches are actually operated by magnet valves that were activated by lower “control” voltage that in turn controlled the flow of compressed air to activate the associated switch.

Many years ago, we received a phone call from Danny Cohen, calling from Everett Shops saying they were cleaning out the obsolete parts warehouse and we should get the dump truck down there immediately if we didn’t want to lose the parts—so we did. In this load were numerous K controllers, several of which were installed into cars which didn’t have any (100, 639, 1227, 4175). Of special interest was an 8-unit switch no. 265 relay box. This is the basic style for any of the older cars like 14. We have no information on whether 14 had this older model or the newer 490 Type. We have located this HL 265 that one of the writers stored in a box car 50+ years ago.

One small part of recreating a control system design for 14 is determining if the one built in ‘LB’ (line breaker) normally in the 8-unit box is sufficient to handle the current load the yet to be selected motors will demand. We can compare the design with other HL equipped cars (420, 504, 610, 755, 3608, 3246, etc) found in the museum’s collection.

The trucks are another major part of the project. Until last year the car had rested on a a set of Baldwin trucks from Canada. In the museum’s collection are six other Baldwin style trucks that came from Japan. Each of these has features that make them candidates for use in the restoration but none are a complete match to the originals Baldwin 79-25-A trucks With their 79” wheel base, 36” wheels, 90hp Westinghouse motors, and taller interurban running height. We are lucky to have the “Baldwin Electric Motor and Trailer trucks” Fifth Edition which included an image of the model 79-25-A, its basic specifications, along with the words “built for the Portland, Gray and Lewiston R. R. Code name TIZONEARAS.”

In 1999 Paul Koch wrote an assessment of trucks that were available at time. We are near completing the next level of detail that includes four for additional trucks along a more detailed assessment of the current condition of each truck and the effort each would require if used.
New Orleans Public Service

Car 966 repairs

By Fred Hessler

Recently, I completed replacement of the rain gutter on the #2 end left side roof of 966. As you can see from the attached pictures, this piece had been severely compromised.

During the process I discovered the right and left side pieces are different dimensions (length and hole placement) and are attached to the roof with different combinations of #10 wood screws and machine screws. In this case, the new piece was attached with stainless steel hardware of the appropriate type as per the piece being replaced.

I was able to obtain vintage (reclaimed) Southern yellow heartwood pine for this project from Pioneer Millworks, 1180 Commercial Drive, Farmington, NY 14425 through their representative, Jered Slusser. They donated approximately 5 board-feet of rift-sawn 6/4 wood which allows for enough stock to mill additional replacement parts. I currently have a right side piece milled and wood for a second left side one, should they be needed. This wood was very interesting to work with as it is tight grained and still has a fairly high resin content providing a pleasant aroma when being milled. However, it also meant the table saw blade needed to have the resin cleaned off after use.

After milling to dimension, the replaced piece was given a coating of linseed oil and two coats of semi-gloss black paint before being installed on the roof. Waterproof silicone caulk was used as the interface/sealant between the piece and the roof canvas. Note that after removing the old piece, the exposed canvas was recoated before the new piece was installed.

Randy and Donald, thanks so much for your support and the information you provided which was a great help in undertaking the project. Thanks also to Tom Tucker for providing access to 966 in the car barn at Lowell. I believe it would be appropriate for the Museum to acknowledge the donation/support of Pioneer Millworks to this project in providing material that was most appropriate/curatorial correct.
By Herb Pence

From Ohio, The Buckeye State, comes an addition to the Pine Tree State's trolley museum. Rarely do I write in the first person, but for this article, the first person is the only way to tell this story. This story begins more than 70-years ago, when I met Tom Tallentire, who turned out to be a fellow railfan. With sadness, we witnessed the abandonment of streetcars in Cincinnati and Northern Kentucky. Reluctantly, we shifted our affections to rubber tired transit.

Tom had internal combustion juices in his veins. His father had been a Vice President and the General Counsel of Cincinnati’s City Transit, a two-garage, 100 vehicle company. It serviced Queen City locations and suburban areas bypassed or not served by the Cincinnati Street Railway’s streetcar network. City Transit was purchased by CSR, in 1941, with the operations merged. As an adult, Tom wanted to purchase his own bus. The opportunity came on May 29, 1969, when the Lancaster (OH) Transit Corp. closed its doors.

Its bus fleet consisted of Model 733 Yellow Coaches. Designed in the mid-1930s, these 21-passenger vehicles could be called Birney cars of busses. They were designed to make profitable marginal routes of large streetcar operations and re-equip small town systems. Their size, allowed the 733s to use conventional truck engines, eliminating the need for specialized maintenance training of employees.

When the Lancaster Transit Corp. ceased operations, buses 2-7 were sold to Hines Scrap Iron and Metal Co., Amanda, Ohio. Owner Wilbur Hines, hoped to sell the worn-out buses for camper conversions. It was from Hines that Mr. Tallentire purchased No. 3. Ten miles away from where he purchased No. 3, the motor blew-up. No. 3 returned to Hines where a replacement motor was installed. Without further incident, No. 3 arrived at its new home, an Indiana farm barn.

For 49-years, No. 3 stood in dusty silence. When the farm was recently sold, Mr. Tallentire had to immediately remove No. 3 and thought it would complement Seashore’s bus collection. There was a flurry of telephone conversations between Tom and me. Other telephone calls to me and my telephone calls to Tom Santarelli, set up Seashore’s acquisition of No. 3. The arrangements were made to transport the little bus to Kennebunkport. No. 3 is now resident on the bus lane inside the expanded Fairview Barn.

To place a rail component to this acquisition, it is worth a look back to 1882. That year, the John Stephenson Car Company, built No. 6, a horse car, for the Columbus, Ohio street railway. When Columbus converted from horsepower to electric power (c1890), No. 6 was electrified. In 1895, when it began electric operations, the Lancaster Traction & Power Co. purchased No. 6. For the next 42-years, the former horsecar ran in Lancaster. October 30, 1937, was No. 6’s last day of service. The next day, Yellow Coach No. 3 and its sisters took over the job of public transportation in Lancaster. The operator was named the Lancaster Transit Company.

Now history becomes hazy. No. 6 and an open car were stored in the closed Fair St. car barn. I visited the car barn in the early 1950s. Both cars were there. In 1979, the car went to the Western Reserve Historical Society. The Ohio Historical Connection (nee, Society) acquired the car and had it restored to its 1882 appearance. It is on attractive display in the CHC. The disposition of the open car is unknown.

Lancaster #6 Photo-"Leo Sullivan Collection"

There is a third and fourth item of Lancaster transit history preserved. The dynamo, which provided 500 vdc power is stored, out of sight, in THE HENRY FORD (museum). It was one of 115, built by Thompson-Houston in 1891 to a U.S. Navy design. Its power plant, a twin cylinder Miller Improved Gas Engine is also in the FORD museum.

One last bit of Lancaster traction trivia. Lancaster was served by the Scioto Valley Traction Company. It was a heavily built interurban line; cars were powered from a third rail, unique in Ohio and Indiana. The company closed in 1930, save for a small operation at Obetz Junction, which, dieselized, ran until 1958.

Now a piece of Lancaster’s transit history is located at Seashore. Thanks for assistance in preparing this article to Tammy Drobina, Executive Director and Joyce Harvey, volunteer, of the Fairfield County Heritage Association and staff of The Henry Ford (Museum).
Roger Somers and Frank Welch Memorials

From the Chairman

From the Trustees Conference Room

Wedding at Seashore

Day of Caring and Improvements to Arundel Station

Volunteers working at facilities

Library Committee

Restoration and Maintenance Report

Curatorial Report 966-Lowell

A Buckeye on a Pine Tree!