Seashore Trolley Museum’s strength lies in having members and volunteers who bring a variety of perspectives to their roles here. Thank you...all of you...for sharing your time and talent at this world-class museum.

WHAT’S INSIDE - Articles / Materials

- GOLD SHOVELS & WHITE HATS
- Oh what a Transit Day!
- Focus on our Rapid Transit Collection
- Remembering Roger Somers
- Could this work for the Library?
  - Legacy Society
- More Fall Activities at Seashore
- The Volunteer Experience in Lowell
  - You don’t know Jack!
- Prelude includes SANTA this year
  - Morrison Hill facelift
  - Dirty projector?
- Capturing D. Curry’s knowledge
  - Restoration news

♦ Help Close 2017 on a High
♦ Call for Trustee Nominations
GOLD SHOVELS & WHITE HATS—Official Groundbreaking at Fairview Carhouse

Trustees, local officials, construction managers and the press turned out on October 12, 2017 to commemorate our major milestone. Although work on foundations began several weeks ago, the ceremony was our public announcement marking progress that Seashore members and friends have awaited for decades—the addition of covered storage space for collection vehicles.

The museum owns land in Biddeford, Arundel and Kennebunkport. Its entrance is at 195 Log Cabin Road, Kennebunkport; but the main campus is bisected by the Arundel /Kennebunkport town line. Fairview Carhouse is in Arundel.

Expansion and redevelopment at the Fairview Carhouse was designed to proceed in phases. This phase is expected to be completed before December 31, increasing storage space by 560 linear feet, providing 14 new covered spaces for the museum’s priceless vehicle collection, and enclosing the open left side of the building. The quality of storage for the 27 cars already inside the building will be greatly improved. Construction costs are funded by donations from museum members, a $25,000 grant from the Davis Family Foundation, and a $75,000 challenge grant from the 20th Century Electric Railway Foundation.

Fund-raising for the next phase of the Fairview Carhouse project, which will extend the front of the building to add nine spaces vehicles, replace the roof on the original structure and add doors on each track across the front, will commence early in 2018.

Soup to nuts, managing the project has fallen to V.P. of Facilities, Tom Santarelli. Tom, a volunteer, got the site cleared in preparation for construction, obtained all permits, worked with engineers on the design, lined up the general contractor, and keeps very close tabs on the work as it progresses.
Customer reviews tell us that our streetcar crews deliver a great visitor experience every day that we’re open, but Transit Day attracts the most receptive guests we can possibly hope for. This golden opportunity to showcase all segments of the vehicle collection, demonstrate their relevance and interest—and why this is the most important transit museum in the world—was fully realized on 10/7.

Many volunteers were involved in the preparations for and the operations of the Transit Day 2017 spectacle. (see next page)

Scott Hooper dispatched masterfully. The operations were beautifully choreographed and the performers were “on.” Operators included members who work in the transit industry—looking sharp in their official uniforms; vehicles of all stripes moved constantly; trolley operators smiled widely.

As for the visitors—this was the happiest and largest crowd of “fans” I’ve seen here in six seasons at Seashore. Their intense interest and satisfaction in the event was expressed in their comments, the duration of their visits, and even in their body language. (Transit Day guests not only admire the vehicles—they also pay avid attention to the car movements.)

Photo ops aplenty—Buses even shuttled guests to the area pictured at right, created by Tom Santarelli and Jack Coyle to snap pics of cars moving on the Main Line.

Taking Transit Day to new heights in 2018...Yes, this will be a tough act to follow, but organizers and participants are eager to try. They want to construct rapid transit platforms, and need to raise about $5,000 for the materials. If you want to help make this project possible, you can donate at trolley museum.org (note “rapid transit platform” on the donation form) or by mail (note “rapid transit platform” on your check).
Thank you to the following Transit Day VOLUNTEERS - and our apologies if we missed anyone:

Much of the heavy lifting on the production planning end was shouldered by Tom Santarelli, Curator of Buses and Trackless Trolleys, and Brandon Barlow, Yardmaster.

Chris Kelliher made sure all the subway trains were cleaned and presentable for service.

01400 worker bees included Brandon Barlow, Ted Bockley, Eric Gilman, Ryan Boucher, John Pellegrino, Bill Pollman, Chris Randall, Paul Kochs, Chris Kelliher, Ernie Eaton, Jack Coyle, John Arico, Sam Hegg, Nick Tomkavage, Scott Page, Brian Tenaglia.

Todd Glickman and Jeremy Whiteman helped with preparations and operated and hosted on Saturday with other operators.

Transit Day/bus vehicles: Peter Hammond prepared vehicles, co-managed the operation and hosted behind the wheel. Eric Gilman helped prepare vehicles, and both he and Todd Glickman were operators/hosts.

Benjamin Johnson persuaded his employer, George Logan of New England Transit Sales, Inc., to provide a stock unit for Ben to drive up from NH. The Thomas MVP flat nosed school bus was on display throughout the day at our staging and hospitality tent area. Ben also gave demonstration rides for visitors.

Jack Coyle and Tom Santarelli prepared the property and grounds and set up a hospitality and photo op area. John Donnelly created an additional hospitality area for guests and volunteers, complete with music.

Phil Morse stationed himself near Morrison Hill station, engaging with visitors in that area of the campus.

Thank you to the warm and enthusiastic "NY crowd" (coordinated by Thomas Rice) who arrived in a classic NJ Transit bus, and to Bradley Clarke, who—along with the BSRA—has always championed Transit Day, mailing out our flyers, providing historic information and inspiration, and immortalizing the event in the pages of their Rollsign in 2016.

RAPID TRANSIT’S HISTORY IS MAINTAINED IN SEASHORE’S COLLECTION  by Herb Pence

Towering over our museum’s horse cars, cable cars and trolleys, are rapid transit cars. While most of this collection has been gathered in recent decades, the broad history of the mode goes back to the 1830s. The decade was a time of swift developments in urban transit. The growth of the great cities of New York, London and Paris was being constrained by distance. Since the beginning of time, people travelled as far as their legs could carry them. The wealthy could afford horses, either as a single animal for riding or as power for carriages. Where possible, boats were used on waterways.

In the 1830s, omnibuses, with iron bound wheels, began clattering over cobbledstones. An example of an omnibus is in Seashore’s collection in the form of the Suffolk County Sheriff’s prisoner wagon. With the rise of inter-city steam railways in Great Britain, promoters looked to steam for urban travel. The London and Greenwich Railway was created in 1831. The plan was that this would be a 3 ¼ mile, entirely elevated passenger railway. The investors built an 878 brick arch structure capable of handling elevated steam trains.

The United States’ first elevated railway began operations July 1, 1868, as the West Side and Yonkers Patent Railway Co. It was cable powered. Later, Forney locomotives took over the job of car movement. It was not until multiple-unit control was invented, that electrically powered cars could be used in elevated trains Boston’s first elevated, Main Line Rapid Transit (MLRT), evolved into what is now the Orange Line. The MLRT had two routes through central Boston. One was via the Washington St. Subway and the other, completely elevated, was over Atlantic Avenue, past South Station.

Boston’s second rapid transit line was the Cambridge-Dorchester Line and became tagged as the Red Line. Of the three traditional rapid transit lines, this one has grown the most, with extensions to Ashmont, Braintree and Alewife.

The Hub’s last rapid transit line was initially named the East Boston Tunnel (EBT). Streetcars operated in a tunnel under Boston Harbor. In 1923, the route was converted to rapid transit, to speed the growing passenger count travelling under the harbor. In 1952, the line was extended from Maverick to Wonderland, via the right-of-way of the former Boston, Revere Beach and Lynn Railroad. It had been a steam and, then, electric 3-foot narrow gauge railroad.

Boston’s rapid transit history is well represented in the collection. The Blue Line had four classes of cars. An example of each is in the collection. The Red Line has two classes of cars, No. 0719 and No. 01450/55. in STM operation. The original line, the MLRT, has the oldest U.S. rapid transit car in our collection. No. 0210, is a 1906 product of Pressed Steel Car Co.

Our representative of second oldest rapid transit cars in the world is No. 18 of the Franz Joseph Electric Underground Railway, Budapest. The very first subway was built in 1863 in London, U.K. using condensing steam locomotives to reduce smoke in the tunnels. The line of route is now part to The UndergrounD’s District and Circle lines.

Thanks to the following for article assistance: Bill Pollman, Curator of Rapid Transit Equipment, STM, Jonathan Belcher, Veteran Vintage Transit, Wikipedia.
### Passenger cars, includes: elevated, subway and electric railroad cars

1 – Chicago, CTA, St. Louis Car, 1958  
1 & 2 – U.S. Dept. of Transportation, Boeing-Vertol and St. Louis Car, 1972  
18 – Budapest, Hungary, Siemens-Halske/Schich’che, 1896  
32 - Chicago, South Shore and South Bend, Standard Car, 1929  
113 – Cleveland Transit System, St. Louis Car, 1954  
0210 – Boston MBTA, Pressed Steel, 1906  
336 - New York City, Staten Island Rapid Transit, Standard Car, 1926  
0512 and 0513 – Boston, MBTA, Pullman, 1923  
0546 and 0547 – Boston MBTA, Pullman, 1924  
0559 and 0562 – Boston MBTA, St. Louis, 1951  
618 – Philadelphia, SEPTA, Budd, 1963  
0622 and 0623 - Boston, MBTA, Hawker – Siddeley, 1979  
0719 and 0753 – Boston MBTA, Osgood-Bradley, 1927  
800 – New York City, IND, American Car and Foundry, 1936  
0986, 0996, 0997 and 01000 - Boston, MBTA, Wason, 1928  
1018 – Philadelphia, SEPTA, Brill, 1936  
1023 – Delaware River Bridge Commission, Brill, 1936  
01178 and 01179 – Boston MBTA, Pullman-Standard, 1957  
1440 – New York City, IND, American Car and Foundry, 1936  
01450 and 01455 – Boston, MBTA, Pullman-Standard, 1963  
3352 – New York City, IRT, American Car and Foundry, 1905  
4137 – Long Island Railroad, American Car and Foundry, 1930  
6599 and 6000 – Chicago CTA, St. Louis Car, 1957  
7371 (7435) - New York City, NYCTA, St. Louis Car, 1957  
9327 – New York City, NYCTA, St. Louis, Car, 1963

### (Non-revenue, work cars)

0503 – MBTA, flat car, 1901  
0504 - MBTA, crane car, 1901  
0514 – MBTA, steeple cab freight motor,  
0516 – MBTA, flat car, with crane, Laconia Car, Co., 1915  
0517 – MBTA, rail grinder, Goldschmidt,  
0521 – MBTA, box motor, 1916  
0551 – MBTA crane car, 1911  
0553 – MBTA tool car, 1911  
0575 – MBTA, box motor, Boston Elevated Rwy., 1924  
0579 – MBTA, flat car, with crane, St. Louis Car Co., 1953  
0000 - MBTA, paint car

**U.S. Dept. of Transportation, Boeing-Vertol and St. Louis Car, 1972**

Funded by the Federal Urban Mass Transit Administration to demonstrate the latest and best in early 1970s technology for rapid transit equipment. Herb Pence Photo

**SEPTA No. 618 is stored outside the Donald G. Curry Town House Shop** - Herb Pence Photo
Remembering Roger Somers

With great sadness we share the news that longtime Seashore leader and dear friend Roger Somers passed away unexpectedly on September 19, 2017. He leaves his wife, Eileen, his son, Bretton and wife Virginia, and son, Matthew and wife Stefanie of Manchester, NH. He also leaves four grandchildren.

Roger was educated in Connecticut and Lowell Tech with a Plastic Engineering degree. He worked at Tech Inc. in Merrimack, NH.

At the time of his death, Roger was serving as Trustee, Director of Railway Operations, Superintendent of Railway Operations – Lowell, and on the Executive Committee of the Board of Trustees. He gave Seashore many decades of volunteer service and provided generous financial support. We extend our deep condolences to his family and friends.

Although Roger will be greatly missed by everyone who knew him, we can honor him by remembering and emulating the qualities that we most admired in him.

The Museum will plan an appropriate permanent memorial to Roger.

The Library of the New England Electric Railway Historical Society has been exploring alternatives for managing and storing our extensive collection of books, photographs and ephemera for years now. At their September, 2017 meeting, the Board of Trustees authorized the committee to pursue the possible change of use of the (next door) residential property owned by NEERHS from rental to office space and intake/sorting of materials. If the Town of Arundel approves this change in use, the property (existing buildings and land) may be converted to Library use on an interim or long-term basis. Conversion to museum use would provide opportunities to present a coherent, high-impact “face” for the museum on Log Cabin Road. S. Bates Composite photos below illustrate the proximity of the house to the museum entrance. Arrow is pointing to the Seashore Trolley Museum sign and entrance.

Seashore Trolley Museum – Founders Legacy Society has three members. Created in May, 2017, the Society was established to recognize and honor friends who intend to remember NEERHS with a bequest or other form of planned or deferred gift. Such gifts will benefit NEERHS in the years ahead without requiring that the donor fund the gift at the present time. While the gift is deferred, the benefits of membership in the Society begin immediately. If you let us know that you have provided at least $10,000 for NEERHS in your will, trust, pooled life income fund, life insurance policy, gift annuity or retirement fund, you immediately become a full member of the Society. Your gift need not be irrevocable and we understand that situations change. It is your current expression of commitment to NEERHS that is important. Legacy Society members receive a membership certificate, are listed in the NEERHS Annual Report, and are honored at Annual Meeting and Members Day.
More Fall Activities at Seashore  S. Bates

Members Day on September 9 kicked off the Fall 2017 event season. The Operating Crew did a great job managing special runs with Montreal No 2, Manchester & Nashua St. RY. 38 and “Be a Motorman” experiences for members.

Donald Curry was the star of the day, as a sign renaming the restoration shop in his honor was unveiled. Don’s friends and family and museum members shared the happy occasion with him and enjoyed his slideshow highlighting his work over the past seven decades.

Behind the scenes that day, a group of volunteers headed up by Bill Pollman, pictured right, worked on a cleanup project together in the spirit of collaboration and camaraderie that Members Day celebrates and encourages. (The next time you visit the museum, stroll beyond the public areas and prepare to be amazed at the progress near Central and Fairview Barns!)

Pumpkin Patch Trolley (September 23, 24, 30 and October 1) returned for the 19th time. The weather was great for three of the days. This is an all-hands-on-deck event, with organizers Jess and Matt Cosgro (left) at the helm, year after year. It’s always great to witness how much joy this event brings to the families who attend—some folks who came as kids now bring their own children to PPT. Our Ops Crew does a wonderful job hosting over 1200 guests and the Cosgros tune up the activities in the pumpkin patch every year to keep the event fresh.

Setting up and tearing down an event like this is hard work. Matt and Jess are assisted by a group of unsung heroes that consistently includes Tom Tello and John Mercurio.

Would you like to be involved with Pumpkin Patch Trolley in 2018? All members are welcome to pitch in!

Setup on 9/21/18  Event on 9/22-23 & 9/29-30/18  Tear down 9/30/18

Photo by Matt Cosgro
The Volunteer Experience at The National Streetcar Museum* at Lowell, MA

Contributed by Fred Hessler, 966 Volunteer Coordinator

This was the 15th season operating New Orleans Public Service Car #966 at the Lowell National Historical Park. Weekends, Memorial Day—Columbus Day, Monday holidays and other special occasions.

Volunteering at Lowell is very rewarding and we invite more operators to join our team!

A typical operating day for the crew at Lowell lasts about 6 hours, with the crew making 16 to 18 trips covering almost 7 miles and carrying 160 passengers on average. We greet and talk with riders from Merrimack River valley towns and from all over the US and the world who’ve come to Lowell to visit the National Park. We give directions, help interpret the sights along our route, answer questions about 966 and Park trolley cars and spread the word about both the National Streetcar Museum and Seashore Trolley Museum. We cross busy streets, alert for walkers, joggers and bicyclists who believe our right-of-way is a perfect travel path or shortcut, while providing a positive experience for our riders. We throw and reset turnouts, flag street crossings and sound whistle and bell warnings, all part of operating in an urban environment, quite different from conditions at Seashore.

Comparing the operating experiences: Lowell / Seashore

Most of our 18 operators are also active at Seashore. Operating at both Lowell and Seashore provides a broader range of experiences not only in the number and types of trolley cars operated but also in the different environments. Lowell allows operators to become proficient in operating one car, 966, while time at Seashore lets us enjoy and learn from operating other fleet cars. The skills and abilities developed at one site are generally applicable to operating at the other.

Staffing the crew: Operators volunteer as their schedules permit, with some operating multiple times per month and others participating once or twice a season. It’s often a challenge to provide crew coverage, and keeps the crew caller/volunteer coordinator busy filling crew vacancies and keeping 966 running.

New Orleans Public Service Car #966 requires periodic maintenance and repair. Our volunteers prepare the car for service in advance of the season and perform planned and unexpected maintenance tasks as needed. One event took 966 out of service this season; it was remedied promptly and 966 returned to service on the next scheduled date. We appreciate the assistance given by the shop force at Seashore!

Contributed by Mike de la Vega

I flag for the park service as a Monday and Friday, my volunteer hours to date are over 500 for the park service. Flagging in Lowell can be hazardous as there are no crossing lights or gates and cars often ignore the flagger and try to beat the red light or stop on the tracks. Speed limit in Lowell is 5mph due to this and other areas where people often walk on the tracks.

Lowell National Historical Park has three cars, all built by Gomaco Trolley Company: 1601 and 1602 designed after JG Brill and 4131 designed after STM Bay State Railways car 4175.

MARK WEBER, BOB KILHAM, MIKE DELA VEGA, BILL MARNIK, JOHN GRADY, ROGER CARLSON, STAN AMES, TOM LAROCHE, JAY CASHOOK, JAMES VANBOKKELEN AND FRED HESSLER FOR SERVICE ON NOPS TROLLEY CAR 966. MIKE DELA VEGA, ROGER CARLSON AND JAY CASHOOK ALSO VOLUNTEER ON THE PARK TROLLEY CARS IN ADDITION TO 966 AND THEIR AWARDS REFLECT THAT DUTY AS WELL. BILL MARNIK ALSO RECEIVED THE 966 VOLUNTEER AWARD GIVEN TO THE PERSON WHO OPERATED 966 THE MOST DAYS DURING THE SEASON.

Roger Somers was honored posthumously for over 12 years of volunteer service to Lowell National Historical Park and his continued efforts in support of 966 and the Park were duly noted by the speakers.
You don’t know Jack.

Or maybe you DO - let’s find out:

From the desk of John W. Coyle, III

What was the first underwater vehicular tunnel in the New World?

(The answer is hidden in plain sight on another page in this issue of the Dispatch)

Have you ever wondered if Jack knows Jack?

Send YOUR trivia questions to:
dispatch@neerhs.org

and we’ll just see what Jack knows!

Prelude is Magical at Seashore Trolley Museum - Details at trolleymuseum.org

Daytime rides in heated trolleys
derked out in holiday greens, shopping in the museum store, popcorn, and hot c/chip cookies!

Fri-Sat-Sun
Dec 1 – 3 and Dec 8-10

Golden Chariot Ride & Cocktail Party
Dec 1 and Dec 8 @ 5:00 pm - 6:30 pm
BUNDLE UP!
Tickets include the ride; two signature cocktails, beer or wine; & appetizers!
Seating is limited—Reserve space online or call 207-967-2800 ext 111 or 101

Surprise!
Santa’s on the Trolley at Seashore!
December 9
Ride, hot choc, SANTA, story, song, goodie bag
Reservations for 5 pm or 6 pm seating online or call 207-967-2800 ext 111 or 101

Morrison Hill Facelift: This waiting shelter is a perfect spot for an exhibit related to the Narcissus, as it once served the Portland and Lewiston Inter-urban line on which the car operated. Phil Morse, long-term member and volunteer—and the project sponsor/manager for the restoration of the Narcissus—has been giving the building the attention it needs and deserves in preparation for mounting a new exhibit in 2018. Jim Mackell and Tom Tello have been assisting him.

Keeping photographic equipment clean by Herb Pence

Earlier this year, I wished to have my Kodak Carrousel projector cleaned. My long time repair shop is closed. So, I started searching for a cleaning shop. After looking in Massachusetts, New Hampshire and Maine, I stumbled over a man in Saco who specializes in cleaning projectors.

You may contact Andy at: 207-284-5500. He will give you details on drop-off and pick-up. His fees range between $40.00 and $75.00, depending what cleaning work your camera or projector needs. Do not wait, even if you think you can get another year or two of service before your device needs cleaning; have the work done now! Such service cannot get closer to Seashore.
Recently I received a plea* from the Director’s Office which I understood was, “Stop working on those trolleys and start looking at them as having episodes and stories”—e.g. a life, before and during our care. (Curatorial refers to “caring”) The people who knew first-hand of their significance, repairs, rebuilding, etc., are rapidly falling off the ‘tracks’ as are their stories (including facts). My age and experience made me the one who could answer Sally’s ‘plea’. This process of passing on the torch will take through the winter to complete. *Editorial note: On behalf of the entire museum “family”, Sally is grateful.*

With considerable assistance from Volunteer Peter Osgood, I am surveying as many cars as I can. It’s a very time-consuming process in which Peter is digitally recording my description of what we observe in each car - from the roof to the wheels - important details, condition, strengths and weaknesses, operational ability, and anything else that will create a base for recording the details. These recorded sessions are proofed and edited in a text version.

Currently we’re working on the text versions of Connecticut Company open cars 838 and 303, both of which have seen much rebuilding and refinishing, as well as over 50 years’ service here and up to 40 year of hard service for Connco. They will be given to Volunteer Richmond Bates to consolidate into the excellent descriptive reports he is developing for eventual publication online.

**Restoration and Maintenance Report**  
*Don Curry, October 2017*

**Birney 1 (Denver & South Platte Railroad)** – We received a grant for $5,000 to work on Stone and Webster vehicles; this money will be used this winter for sash and paint work.

**Claremont Electric Railroad Line Car 4** – Under Ernie Eaton’s direction, the complex underframe has been replaced.

**New Jersey Transit PCC 5** – Cam Alcock did a lot of welding and grinding to secure the seats. Chris Skulski fabricated and painted blue steel straps to reinforce these areas and worked on the front dasher. Since other Newark PCCs of similar vintage have been made serviceable; we remain hopeful we can get the car running for 2018. Internal work may not be finished by then.

**Portland-Lewiston Interurban 14 – Narcissus** – is proceeding on both upper and lower ‘fronts’. *(Don Curry photos)*  
The way the car was assembled by Laconia Car Co. in 1912 created major challenges for Ernie Eaton. We’re hoping to preserve a section of interlocking Furness tiles to ‘lay’ back down an area about 2 ft. square protected with Lexan or similar plastic and have new Furness ‘tiles’ made by some sort of computerized water jet-like process.

There are many issues relating to cross tie rods, trusses and vertical tie rods to address and ‘untangling’ of the car-long 8 in. I-beams from the bolsters. John Melanson constructed a platform inside the body that gives Ernie room to work while others are working above. We are limiting the work to the body center between outer bulkheads to complete rebuilding of the roof. We’re replacing defective ribs and repairing others using the steambox. Clerestory components were held in place by steel brads. Carl Mabee is repairing the damage caused by pulling the rusted-in brads. Santos Mahogany inside the car muddied with age. Using denatured alcohol and Scotch-Brite pads we scrubbed the original finish down to an even reddish brown and applied several coats of new ‘red garnet’ to the clerestory window frames, giving great depth to the finish.
West End St. Ry. (Boston) 396 – Derailed on Riverside switch and suffered damage, but will not be examined/repaired until 2018. Some exterior panels required repainting and some sashes were refinished by Jim Mackell. North Shore 755 – Steelwork is well underway. The platform floor in the center of both ends took in lots of salty feet in its years providing high speed service between Chicago and Milwaukee.

Manchester Street Railway '38' – (Don Curry photo)

Rob Drye has been upgrading 38’s light and air compressor wiring, and found reproduction lighting that’s more durable than what the car ended with in Manchester. Interior panels are going back in – the largest remaining area is the “car card” panels which are currently in storage. Jim Mackell created replacement strips for the buzzer system installed when the car was “one-manned” in 1925, around the time it was painted red and cream.

It wasn’t hard to identify 38 squealing as it passed on the curve beside Riverside Barn. It’s the sound of two wheelsets being ‘out of tram’ (i.e. not parallel with each other). This condition was corrected during our two previous overhauls of its Laconia 8B trucks, but over time the shackles holding the leaf springs to the truck bolster have slipped, so the car is “out of caster”, with the center pin no longer in the center of the truck. The result is it tracks much better when run from the #1 end. Motors and controls are in fair shape. Jim Mackell brought in one of the big arched side sashes, reset their glass and re-varnished the frame. The upper sashes will be replaced as time permits. We also have some spare lower sashes and clerestory windows. The seats have been re-installed.

Lexington & Boston 41 – (Don Curry photo)

Jim Mackell and Dick Avy installed a new roof canvas and gave it a rich Colonial Yellow canvas stain with Chelsey Pino’s help. Being a short car, 41 only needs one trolley base (Anderson type) in the center of the roof. Eric Gillman screwed it down to its original full-length trolley boards. Randy Leclair and Peter Osgood installed the light wiring. Jim Mackell’s refinishing bulkhead panels and sourcing reproductions of various moldings that disappeared. Remaining moldings are being stripped and varnished. Projects remaining to get the car to run include controllers, traction motor resistors and wiring, machining new axle bearings.

Bay State 4175 – Cam Alcock, Fritz Saenger and Chris Kaye fabricated two of the four fender mounting brackets; two have been installed. They formed the second fender ‘basket’. The actual fenders will need more bending and drilling and lots of hot riveting lots of small rivets. We need to make the car operate satisfactorily on two motors with a normally four –motor controller. Peter Osgood found diagrams showing how it may work with one form of K-35 controller. There is still a significant amount of conduit to be fitted; then the traction motor wiring installed in the conduit..

Boston Elevated Type 5 – 5821 – The car has had its roof canvas and roof wiring replaced. A new section of one of the doors was fabricated and installed.

Toronto Peter Witt 2890 - Latest efforts concentrated on finishing the interior and preparing the body to be placed back on its rebuilt trucks. Inside, all remaining lettering have been produced and applied to the varnished surfaces. Following this the Tirrells (Colonel and Rita) cleaned the interior, giving a decidedly finished appearance. The distinctive front door mounted mirror (allowing the motorman to see the center door) was overhauled and placed back on the car. Charles Hughes, on one of his regular visits from Baltimore, installed the lightning arrester on the roof, and attended to some minor leaks. One of the car’s main air tanks, which had been removed when the car was retrucked, was placed back under the car and tests began on the air system. The trucks were regauged (from Toronto’s 2 3/8 wider rail spacing) years ago and more recently its motors were overhauled by AC Electric (made possible by donations of about $35,000). The next step is to mount the motors back in the trucks then place them back under the car so work to make it operational can begin. (Jim Schantz)
Help Close the Year on a High
2017 Annual Fund Campaign

The year 2017 has seen many advances at Seashore, but progress is often costly, despite the high level of volunteer labor and constant efforts to hold expenses down. Every year a successful Annual Fund Campaign is vital to covering the administrative and operating costs that support our major projects and our daily operations as well. Your contributions to the Annual Fund Campaign are very important. Our goal this year is $125,000 and as the chart at the right shows, we’re off to a good start but have much further to go.

Here are some of the many activities that the general fund has helped:

Fairview Carhouse expansion – Construction is in full swing! See the photo at the right. The unrestricted fund enabled critical administrative support.

Operating Fleet – Type 5 No. 5821 received a new roof and line car No. 4 received major structural repairs, with the costs covered by the unrestricted fund.

Website – This essential tool (www.trolleymuseum.org) for attracting visitors was completely rebuilt to today’s standards, made possible by donations and unrestricted fund support.

Timber Harvesting – The general fund covered the expense of professionally assessing then responsibly cutting trees as a means of generating funds for the Society.

Memorable Special Events – Events, even profitable ones that build audiences – like Pumpkin Patch Trolley and Transit Day – rely on production and marketing services from the unrestricted fund. Members’ Day in September was highlighted by officially renaming the restoration shop as the Donald G. Curry Town House Shop. The 19th annual Pumpkin Patch Trolley weekends attracted many families and Transit Day in October drew large crowds of enthusiasts from far and wide.

The 179 donors who have contributed this year are listed on the reverse side. Please join them with as large a tax-deductible donation as you can. If you work for a corporation remember that many have employee matching gift programs. The usual donation form is included on the other side, but make note of several other ways to give:

Donate Online – Go to www.trolleymuseum.org and click on the yellow Donate link.

If you are drawing required minimum distributions from an IRA, avoid taxes and paperwork by directly transferring them to Seashore; automatic recurring monthly donations can also be arranged. For further details please contact Executive Director Sally Bates at 207 967 2800, extension 101 or director@neerhs.org.

As with virtually all museums, our admissions revenues and membership dues do not cover all costs of being open to the public—including fleet maintenance, track and wire work, insurance, utilities, facilities maintenance, and administration. We are focused on achieving our Annual Fund Campaign goal of $125,000 to avoid an operating deficit this year. Please give as generously as you can!

Transit Day demonstrated the comprehensive breadth of Seashore’s collection, such as this Golden Gate bus passing an Art Deco Philadelphia subway car.

Above: A concrete mixer at the left feeds fresh concrete into a concrete pump which reaches as far as it can to pour the first stretch of the foundation for the Fairview expansion.

Right: President Jim Schantz addresses the gathered crowd as Donald Curry looks on just after unveiling the sign in front of the shop honoring Donald’s more than six decades work there.
We’re off to a good start. So far the 179 individuals and organizations listed below have contributed more than $26,900 to the unrestricted fund. We thank them for their generosity. Now please join them in lifting your museum fund to the $125,000 goal before the end of 2017. Mail the below form, call the office at 207 967 2800 for a credit card donation, or donate online at https://trolleymuseum.org/support/donate.

Thank you for supporting your museum!

Acker, Cynthia & Kenneth in memory of Roger Somers
Anonymous
Arnovitch, Charles D.
Ashley, Thomas J.
Avy, Richard H.
Bachelder, J Leonard
Barwise, Stanley
Bates, Richard
Bates, Sally A.
Beaucher, Steven
Bebris, George J. in memory of George Bebris
Beischer, Jonathan
Bishop, Chester E.
Bowers, Dana
Bray, Peter
B'Rells, Wayne
Brewster, H. Robert
Brink, Kenneth H.
Brody, Andrew
Brown, Daniel T.
Brown, Lawrence S.
Brown, David T.
Bush, Phillip B., II (Capt.)
Carrier, Douglas P Sr.
Carrier, Douglas, Jr.
Chamberlin, Dann
Chernack, Brian
Clark, David L.
Clint, John
Coffin, Whitney V.
Colarusso, James
Conrad, Edward A.
Crawford, William
Crowell, Howard W.
Crumley, Donald G.
Curry, Richard
Daly, Stephen
Denley, Eugene
Deshene, Eugene
Diamond Tours
Dillon, Richard
Dookis, Edward E.
Dookis, Karen
Drobnik, John J. & Kathleen M.
Edey, Richard E.
Eisinger, Fred G.
Elliot, Arthur S.
Entrott, Brian
Fanning, John
Farrell, Kevin T.
Ferier, Christy
Ferguson, Arthur
Fischer, Dennis
Fitzgibbons, Anthony
Forman, Mark Leonard
George, George W. III.
Gay, Betsy in memory of Tom Barry
Gibbons, Jon
General Electric Foundation* Geyerhahn, George in memory of Whitney Coffin
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Goldsmith, Steve
Gold, Harold C.
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Grady's Radio & Satellite TV
Greiger, Weldon
Gullage, Charles & Donna
Guptill, Robert V.
Haberman, Charles
Hall, Kevin
Hanna, Steven R.
Haskell, Peter D.
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Hegeman, John
Heiderich, Ronald Scott
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Hoy, Lewis L.
Hutchison, DAVE in memory of Warren Hutchinson
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Joseph, Elizabeth
Kaplan, Eliot M.
Keller, Christopher
Kohn, Philip W.
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Kulczak, Michael J.
Kydd, Douglas F.
Laffin, David & Sandra in memory of Roger Somers
LaFlemme, John R.
Lamers Tour & Travel
LaPierre, Fran & Steve
LaRoche, Thomas
Legenhaven, William H.
Lennon, Marty W.
Lilly, Jim in memory of Bob Hughes
Little, William
Lord, William A.
MacDonald, Susan
Mackell, James J.
Maine-ly Fish Prints
Mallory, William
Maloney, Frederick J.
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Morgan, Jerilyn in memory of Thomas Barry
Morse, Philip W.
Mulvey, Henry O.
Mulvihill, James
Nace, David
NE Moxie Congress
Norkaits, Neil F.
Nunnych, Sheila & Vaughn
Olson, Gary P.
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Pace, Michael R.
Padoano, Hugo & Debra
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Parker, Douglas
Payne, Thomas
Pence, Herbert in memory of
of Roger Somers
Penni, Anne in memory of Thomas Barry
Peters, Michael V.
Petillo, John J.
Piergi, John & Patricia in memory of Roger Somers
Publicover, Charles L.
Ramsdell, Edward L.
Randall, Nathan A.
Raupport, Charles L.
Reynolds, Charles E., Jr.
Robertson, David
Roboff, Gary S.
Ross, Ernest
Rosbach, Bernard
Rothenberg, F. Scott
Rubin, Richard
Ruddell, Ronald P.
Saenger, Fritz Jr.
Schantz, James in memory of Roger Somers
Seferian, Richard
Wilson, Peter G.
Wolfe, Julien
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Wong, John B.
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The New England Electric Railway Historical Society is an IRS 501(C)(3) not-for-profit educational organization. All contributions are federally tax deductible to the extent of the law.

10/17/2017
New England Electric Railway Historical Society

CALL FOR TRUSTEE NOMINATIONS

Annual Meeting - April 2018

To our Member shareholders:

Member nominations opened at the close of the 2017 Annual Meeting, and close at the end of the final business day of 2017. Those wishing to nominate someone must obtain the signatures of at least five (5) members who each hold at least one share of contribution. They must present the nomination form to the candidate, who must sign the acceptance, and provide the requested contact and biographical information. The form should be delivered to the Museum Office, where a photocopy and receipt will be returned to the presenter.

All nominations, which are properly completed, will be turned over to the Nominating Committee, which will review, vet and possibly endorse the candidates. Endorsed candidates will be listed as having been nominated by the committee; others will have the signatories on their forms listed. The Nominating Committee reserves the right to select and endorse candidates other than those submitted by the membership. It will make its report at the earliest time possible.

The following present Trustees, whose terms expire in 2018, are eligible for re-nomination: John Arico
Herb Pence Jim Mackell
Trustee Roger Somers passed away in November 2017.
Present Trustee M V Peters has served six years & is not eligible to run again until 2019.

In April 2018 there will be five (5) vacancies on the NEERHS Board of Trustees, unless one is filled in the interim.

The following relevant section is excerpted from the Bylaws:
Article III, Section 2: ... Trustees shall be members in good standing. Trustees shall receive no remuneration for their services as Trustees, nor for service to the Society in other capacities within the Society. (Under this provision, Honorary or Complimentary members who do not pay dues, or individuals not eligible to hold shares, such as an officer of a company holding a corporate membership, are eligible to serve as Trustees)

Photocopies of the blank form are acceptable but all signatures must be original. Any person wishing to enter the election after the indicated date must do so as a write-in candidate. The Nominating Committee may propose or endorse additional candidates up to six weeks prior to the Annual Meeting.

Signed, 2018 NEERHS Nominating Committee
C Sullivan busguy@aol.com
R J Rubin RJRubin100@aol.com
M V Peters MVPeters@comcast.net
We hereby nominate the following individual to stand for election to the office of Trustee, subject to confirmation of his/her eligibility and possible endorsement by the Nominating Committee.

Nominee: Pass No.

Nominated by (please sign and PRINT your names):

Name: Pass No. _________________________________________________________________________

Name: Pass No. _________________________________________________________________________

Name: Pass No. _________________________________________________________________________

Name: Pass No. _________________________________________________________________________

Name: Pass No. _________________________________________________________________________

Name: Pass No. _________________________________________________________________________

I, the undersigned member of the New England Electric Railway Historical Society, agree to stand for election to the office of Trustee. I understand that the Nominating Committee reserves the right to not endorse this candidacy.

Signed: ______________________________ Printed Name_____________________________

Pass No. _________ Phone ( ) - Email: __________________________

Please use the space below to provide some biographical information, including your education, experience and activities at Seashore. Use the reverse if needed, or attach a separate document. Please limit the text to about 15 lines set in this typeface (12 point Times New Roman). Please write in the 3rd person (he is, she was, not I am).

(Note: it is helpful to e-mail your biographical information to any of the Nominating Committee members).

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Please print clearly. Deliver the completed form & attachments if any, to the Museum Office.