

THE NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY
Seashore Trolley Museum & National Streetcar Museum at Lowell

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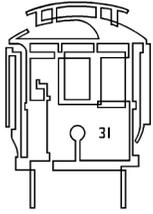
DISPATCH



2

OBSERVATION TOUR
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50¢ ADULTS | ENFANTS CHILDREN 25¢
VOYAGE D'OBSERVATION
DIX MILLES AUTOUR DES DEUX MONTAGNES

TRAMWAYS



NEERHS

Seashore Trolley Museum
& National Streetcar Museum at Lowell
PO BOX A
KENNEBUNKPORT, ME 04046
(207) 967-2800 | www.trolley museum.org

Mission Statement

New England Electric Railway Historical Society shares powerful connections between the past and present. We preserve knowledge, context, and resources for future generations by collecting, restoring, operating, and exhibiting significant public transit vehicles and artifacts.

Membership

Mark Weinberg

membership@trolley museum.org Membership Secretary

Dues for 2020:

Student, Military, Disabled, and Senior (60+)	\$30
Regular Membership	\$35
Family Membership	\$60
Regular Plus 1 (single guest admission)	\$55
Sustaining Membership	\$75
Contributing Membership	\$120
Museum Patron	\$600
Museum Benefactor	\$1,200
Life Membership	\$1,000

Address Changes: Please notify the Membership Secretary, or the Museum office at the address above.

Corporate Officers

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Front cover submitted by Katie & Dustin Valder of railfan Barney, enjoying the Golden Chariot!

The DISPATCH

The Dispatch is published by the New England Electric Railway Historical Society for its members and friends. Any opinions expressed herein are those of the writers, and do not necessarily represent the corporate position of the NEERHS.

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The next issue of *The Dispatch* will be published in September. The deadline for submissions is August 1st. Please send your articles or photography to director@trolley museum.org for consideration.

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From the
EXECUTIVE DIRECTOR
Katie Orlando

The past three months have tested the strength of Seashore Trolley Museum's resources and members. COVID-19 has certainly thrown us for a loop, but there is nothing the Museum can't handle. Since our founding in 1939, the membership of this museum has constantly demonstrated that great challenges can be overcome when we dig in and work together to get through them. Our thoughtful, forward-thinking and creative responses to the pandemic will be one more challenge added to our history.

In April, a statewide stay-at-home order closed the campus, and our employees worked remotely. Seth Reed and Ernie Eaton continued working on the *Narcissus* restoration from home; Bill Catanesye digitized hundreds of blueprints, advertising cards, and maps; Heidi Schweizer and Sherri Alcock researched grants; Dave Rogers spent weeks adding content to the Museum's website and hosted weekly Seashore Trolley Museum Jeopardy! events, promoted on social media for our followers; Connie Garland helped us through our annual financial audit; and Randy Leclair worked on the project budgets for the seven collection items featured in our new 5-year Strategic Plan, which will be announced in full once the Museum sees stability again. Two of the seven restoration projects that are part of our Strategic Plan are featured in this issue—LVT 1030 and MTA 8361. Our funding priorities have changed to address the projected budget shortfall from the lack of guest-driven revenue due to COVID-19. We are very appreciative of the 167 donors who have given unrestricted funds to support the Museum through the pandemic to date.

In May, employees and select volunteers were able to return to campus; we re-opened under Phase 1 of Maine's Plan to Re-Open the Economy by offering outdoor recreational activities. For the first time in 81 years, the lack of indoor exhibit and display space has worked to our advantage! We offered self-guided and docent-guided tours, and private trolley rides for groups of up to 10. Several policies are in place to ensure the safety of our staff, volunteers, and guests. June brings more options for us; we can now move into Phase 2, which allows us to have groups of up to 50, as long as social distancing can take place.

For the most up-to-date Events Calendar and days and times we are open and operating our fleet, please visit <https://trolleyuseum.org/events/>.

There have been a few bright spots through this all. The Museum received a PPP loan through the CARES Act of \$85,600 to help cover the cost of payroll through mid-June, with the likelihood that most of this loan will be forgiven. We also have started on some of the projects we had scheduled in 2020 that we raised funds for, pre-pandemic. Our new sign looks beautiful and has received several compliments from the community; significant track work was completed in May; the Mobilift is up and running and a storage shed for it was built adjacent to the Visitors Center; Tower C (bottom left photo) and Northampton preservation work is underway; and the Visitors Center walkway has been replaced. Check out page 10 for more pictures of this work.

Thank you for standing by the Seashore Trolley Museum during this uncertain time. We will get through this, together.



Sister coach No. 8368, in its original orange paint scheme, is at Franklin Park, Boston, April 23, 1955. Photo: Ray McMurdo, Bill Volkmer collection.



Seashore Collection Spotlight: **METROPOLITAN TRANSIT AUTHORITY No. 8361** By Richmond Bates

In 1963, Seashore Trolley Museum added a trolley bus to its collection. Our first trolley bus acquisition was Metropolitan Transit Authority No. 8361. (Bostonians usually called these vehicles “trackless trolleys,” although “trolley bus” or “trolley coach” were common terms elsewhere.) Seashore has subsequently developed a significant collection of these vehicles.

In the 1930s and 1940s, many transit operators in the U.S. converted their streetcar lines to trolley bus operation. Trolley buses have some advantages as transit vehicles. They can accelerate and brake better than motor buses, they have no exhaust and are almost silent. They are the best transit vehicles (aside from cable cars) for climbing and descending steep hills. (One of the other trolley buses at Seashore, Seattle No. 627, helped prove this. In 1969, Seattle did a test comparing No. 627 - then 29 years old - with a new diesel bus on the city's steep Queen Ann hill. The diesel managed only half the speed of No. 627 uphill and suffered "excessive braking" downhill, which led to Seattle keeping and modernizing its trolley bus system.) A downside for trolley buses is their two overhead wires (thought by some to be unsightly) which are required to complete the electric circuit unlike streetcars which use rails for the return current. More importantly, trolley buses are restricted to streets with the overhead wires. So, in the 1950s and 1960s, transit operators replaced most trolley bus routes with more versatile motor buses.

The Boston Elevated Railway began replacing streetcars with trolley buses in 1936 on the line from Harvard Square to Lechmere Station. In 1947, the Metropolitan Transit Authority took over transit operation from the Boston Elevated Railway. Pullman-Standard built 25 trolley buses for the MTA that year and another 128 identical trolley buses (Nos. 8355 – 8482) in 1948. A few years later, the MTA acquired another 38 almost identical trolley buses in the second hand market. This was a standard Pullman post-war model used in many U.S. cities. In the period before and after World War II, Pullman-Standard was the largest American manufacturer of trolley buses. With its plant in nearby Worcester, MA, Pullman produced almost all of Boston's trolley buses. At the peak of Boston's trolley bus operation in 1952, the MTA had 463 of the vehicles, making it the third largest trolley bus system in the U.S., after Chicago and Atlanta.

The MTA's trolley bus acquisitions in 1947 and 1948 were primarily to replace streetcars in the Dorchester and Roxbury districts. No. 8361 entered service at the beginning of 1949 at the Park Street carhouse at Field's Corner. The MTA paint scheme consisted of a silver roof, a cream letterboard and window area, a maroon belt rail and orange side and end panels. The MTA later moved No. 8361 to the Clarendon Hill and Eagle Street car houses. About 1960, the MTA repainted the sides of No. 8361 in a darker, "tangerine" color. No. 8361 had a relatively short service life. It went into storage in 1962 as the MTA converted routes to motor buses. While their hill-climbing ability was not important for Boston's trolley buses, their lack of exhaust was. By 1964, four trolley bus routes remained because a tunnel in Cambridge restricted operation of diesel buses there. The Cambridge trolley bus operation has survived, with new vehicles in 1976 and then in 2004. Boston also added the Silver Line trolley bus tunnel in the downtown area in 2004. The system in Boston and Cambridge remains as one of five U.S. cities using trolley buses.

Seashore acquired No. 8361 in 1963. The museum has done some mechanical and cosmetic restoration on No. 8361, and the coach has operated at various times at the museum. In 1976, Seashore also acquired Boston trolley bus No. 8490. This was built by Pullman in 1951 and has unusual doors on its left side to satisfy operating requirements on its routes. Seashore Trustees have selected No. 8361 as the first trolley bus to receive further restoration work in the 2020-2025 Strategic Plan.



Sister coach No. 8406 at a car house, Boston.
Photo: Bill Volkmer collection, Seashore Library

Sister coach No. 8420, with the later, tangerine paint scheme, is in Everett, MA, 1963.

Photo: Jim Schantz



No. 8361 moves around Boston trolley bus No. 4013 at the museum's Transit Day, October 8, 2011.

Photo: Bradley H. Clarke

Museum track department volunteers put the finishing touches on Talbot Park loop in fall 1995.
KC



The Way We Were 25 Years Ago: SEASHORE IN 1995 By Dann Chamberlin

It has been said that Seashore is a classic case of the dilemma of the glass being half empty or half full, depending on one's perspective. It's only natural that we become frustrated at times because progress happens more slowly than we might like. Looking back provides perspective on how far we've come. So in that spirit, here is a snapshot on where we were a quarter of a century ago.

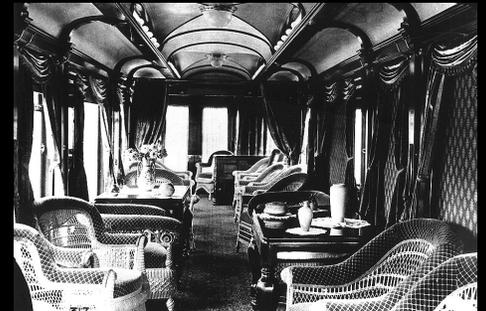
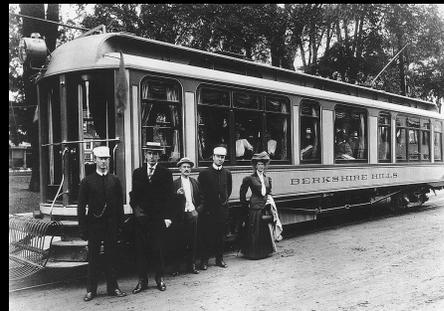
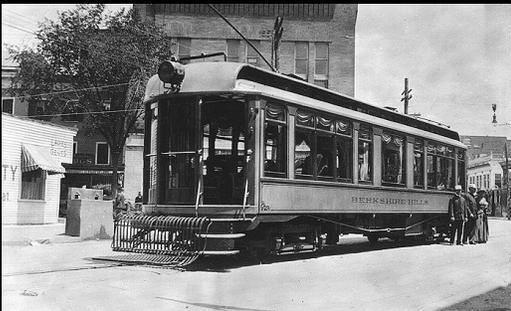
Infrastructure - The loop at Talbot Park was completed and formally dedicated on Members Day in October. This was a huge step forward, for two primary reasons. First, it gave our main line ride a destination, as opposed to previously when the ride just sort of pleasantly died somewhere in the middle of East Nowhere. Secondly, it meant that we could operate our single end cars control-end forward for the entire main line trip. Prior to the completion of the loop, we had to back single ended cars such as Montreal 2 and 2652, Crandic 118 and LVT 1030 out the entire length of the main line.

Car Acquisitions - Philadelphia PCC 2709 arrived in very good condition, having been in use in Philadelphia until just a few years previously. After its trucks were re-gauged, it operated regularly at Seashore for many years, necessary restoration/maintenance work being funded by late Philadelphia member Bob Hughes. Another new arrival was San Francisco PCC 1155. This car, in storage for many years, was formerly St. Louis 1726 and the intent is to eventually restore the car to its St. Louis configuration. More problematic was the arrival of the shell of what had been originally one of the most magnificent parlor cars ever to grace a street railway property. The Berkshire Hills became a diner after its operating days were over, eventually encased in a larger brick building. There were cuts in the structure, and then a fire in 1994 did further damage. This is a gem in the (very) rough, if ever there was one.

Restoration Work – Significant progress was made on Connecticut Company 1160, Bay State Semi-Convertible 4175 and Aroostook Valley Railroad 70. Work began on the restoration of Cincinnati & Lake Erie Freight Motor 648 and Long Island RR MP54 4137 – roof work in both instances. As well, work continued on The Narcissus, Staten Island 366, CSL 225, Third Ave NYC 631, NY Subway Car 800 and 1440 and Cambridge-Dorchester Subway Car 0719.

A great variety of Boston equipment received attention, including Crane 0551 and Elevated Car 0210. Boston PCC cars worked on included Double-Enders (ex Dallas) 3338, 3328, and 3037, and All-Electric 3221.

Seashore in 1995



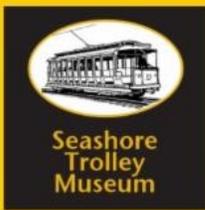
Top row, left to right: Aroostook 70 tows Budapest 18; A regauged truck is rolled under Philly 2709; St. Louis PCC in the San Francisco Muni livery before it's shipped to Seashore Trolley Museum. The car arrived in and still is in Muni colors.

Second row: The Berkshire Hills car.

Third row, left to right: Biddeford & Saco 31 breaks through a ribbon at the Talbott Park dedication; Dann Chamberlin works on Chicago 225; the annual Trolley Parade features two snow plows.

Fourth row: Philly and St. Louis PCCs sit on the Talbott Park loop; Aroostook 70 is prepped for a fresh coat of paint; New Orleans 966 participates in the annual Trolley Parade at Seashore.

Photos from the Jim Schantz Collection and published in the 1995 Annual Report. All published Annual Reports are now available on the Museum's website at <https://trolley-museum.org/learn/annual-report-archive/>



New England Electric Railway Historical Society

Seashore Trolley Museum

National Streetcar Museum at Lowell

Updated Call for Annual Meeting – Saturday, July 25, 2020

Out of an abundance of caution, notice is hereby given, pursuant to and following the spirit of Article IV, Sections 1, 2, & 3 of the NEERHS By-Laws, that the Annual Meeting of the Society has been rescheduled. The Annual Meeting will now convene Saturday, July 25, 2020, at 11:00 AM virtually using the Zoom platform, for the purpose of electing trustees by ballot and voting on any other business which may be brought before the meeting. The Board of Trustees will meet following adjournment of the Annual Meeting and will elect officers for the coming year.

By order of the Trustees
David Johnson, Clerk of Corporation

To guarantee participation in this year's election, shareholders must mail their completed proxy form to the Museum as soon as possible. Shareholders who have lost their proxy form can request an additional copy from our Executive Director or President & CEO, reachable via email (director@trolleyuseum.org or president@trolleyuseum.org), phone (207-967-2800 x101), or by mailing your request to the Museum, to our Executive Director's attention.

Additionally, members and shareholders who have not yet paid their 2020 membership dues because you were waiting to do so in person at the Annual Meeting should do so via mail or online at this time at <https://trolleyuseum.org/support/membership-application/>. This will be the last issue of *The Dispatch* mailed to members who have not renewed in 2020.

Zoom 2020 NEERHS Annual Meeting Day Schedule as of 6/1/2020

9:00AM	Zoom Meeting Room Opens
9:30AM-10:30AM	Estate Planning Seminar, Barbara Schlichtman, Esq. of Perkins Thompson, P.A. Create a legacy that will extend beyond your lifetime and support NEERHS. Learn about the process and how to build charitable gifts into an estate plan.
11:00AM	Business Meeting Called to Order
11:15AM-1:00PM	Proxy Committee counts or finalizes votes for Trustees
11:15AM-12:30PM	Administrative Officer & Department Reports
-30-Minute Break for Lunch-	
1PM-1:45PM	Bylaws Committee Roundtable
1:45PM	Election Results Announced
2:00PM-2:30PM	Meeting of the Board of Trustees: Electing and Appointing 2020 Officers

Instructions to join Zoom are below. Members can access the meeting via computer, tablet, smartphone, cell phone, or landline.

While the Museum has been using Zoom to conduct business for over three months, we recognize several members have never used Zoom before. To help members acclimate to Zoom, the Museum will hold two practice sessions on the two Saturdays leading up to the Annual Meeting from 9AM-9:45AM, for members to log in or call in and test things out.

Zoom Practice Sessions: Saturday, July 11th & Saturday, July 18th at 9AM-9:45AM: Zoom Practice Sessions for members unfamiliar with Zoom. Want to learn more about Zoom before the practice sessions? Search for [helpful Zoom tutorial videos online](#).

Zoom Annual Meeting: Saturday, July 25th from 9AM-3PM: Annual Meeting. Log in or call in to the sessions that you would like to participate in; the schedule is above.

Join Zoom Practice Session/Annual Meeting by Computer/Smart Phone/Tablet

<https://us02web.zoom.us/j/89711942215?pwd=a3BONG5zM0FhZWZCU3N2cjdJWHhHUT09>

(If you're reading a print version of *The Dispatch*, you can access this website address on the STM Homepage under Museum Updates—scroll to the bottom of the homepage).

Join Zoom Practice Session/Annual Meeting by Cell Phone/Landline:

+1 929 205 6099 US (New York) Find your local number: <https://us02web.zoom.us/j/89711942215>

Meeting ID: 897 1194 2215

Password: 1939

Tips for Using Zoom if you're using your Computer/Smart Phone/Tablet:

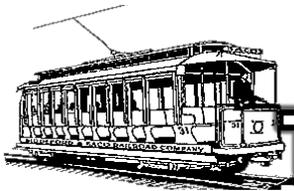
- Unless your appearance or background is inappropriate or distracting, **turn ON your video**.
- **Look at the camera.** This takes a bit of getting used to since you want to look at the other participants faces, but try to look at the camera when you're talking.
- Lights, camera, action! **Position yourself so that most of the light is coming from in front of you** (behind your monitor), instead of behind you. If you have a window behind you, shut the blinds. Otherwise, you will be backlit.
- To learn about all of the controls in a Zoom meeting like **muting/un-muting** yourself, using the chat to ask a question and more, visit: <https://support.zoom.us/hc/en-us/articles/200941109-Attendee-controls-in-a-meeting>

Meeting Etiquette for Everyone

- If you can, hold off on eating full meals during your meeting. Imagine how unappealing it would be to watch someone up close slurping a plate of spaghetti on a big screen. If you can, chow down when our meeting is over, or during a break. If you absolutely need to eat, turn off your camera and make sure you're muted.
- Even though it's tempting, try not to multitask too much during the meeting. And if you're going to, at least mute yourself.
- You don't have to be overly prepared for a meeting you're not hosting, but try to be on time.
- Barking dogs, background voices and slamming doors are not just annoying in person, they are also annoying via Zoom! **Find a quiet space to meet, shut the door, and mute yourself as necessary.** Your microphone picks up more than you think.

While we are trying our hardest to work around all of the challenges COVID-19 has created, we know not all of our members will be able to participate in our virtual Annual Meeting this year. Members who are feeling excluded from our process are encouraged to reach out to our Executive Director or President & CEO to bridge your inability to participate, before the meeting takes place. Katie and Jim will connect with you 1:1 over the phone, and your concerns, suggestions, and feedback will be heard and presented to the full group on July 25th if needed/if it is desired. Members can reach out via email (director@trolleymuseum.org or president@trolleymuseum.org), phone (207-967-2800 x101), or by mailed letter to the Museum to make this request.

For the most up-to-date Annual Meeting schedule, visit our website or call 207-967-2800 x111. If you have any questions about this year's process, please contact our [Executive Director](#).



THE FOUNDERS LEGACY SOCIETY

To recognize members who include the Museum in their long term giving plans, several years ago we launched The Founders Legacy Society. This recognizes and honors those who pledge at least \$10,000 through a bequest or other planned giving mechanism. For more information please go to our website and click on "Donate" then "Planned Giving" (<https://trolleymuseum.org/support/planned-giving/>) or phone Executive Director Katie Orlando at 207-967-2800 ext, 101.

Joining The Founders Legacy Society provides a unique opportunity to gain the personal satisfaction of helping to preserve transit history for generations to come.

To learn more about planned giving and how to build charitable gifts into an estate plan, attend the Estate Planning Seminar, which is being offered the morning of the Annual Meeting on Zoom from 9:30AM-10:30AM by Barbara Schlichtman, Esq. of Perkins Thompson, P.A. Create a legacy that will extend beyond your lifetime and support NEERHS.

Legacy Society Members

Todd Glickman
Kenton T. Harrison
Kenneth Kerr*
Fred Maloney
Dr. David L. McGowan and Lady Susan McGowan
John Middleton*
Katie Orlando
Jim Schantz
Roger Somers*

*denotes deceased member

Thank you to the following donors;

Your unrestricted gifts have helped us raise \$56,233 so far!

While we appreciate all donations to help us support our mission-critical work, the unrestricted donations we have received from January-May 2020 have been extremely helpful as we navigate our guest-driven revenue deficits up to this point. The following donors have given funds with no strings attached, to help us survive and thrive during the pandemic:

Allen, Duncan	Chisholm, Colin G.	Harkins, Christine	McNeil, Roger and Joyce	Santamaria, Eric, In honor of Christopher Dore's Birthday
Ames, Brewster, Jr.	Cobb, Leland D	Haskell, Peter D.	Meckes, Robert	Schantz, James D.
Anonymous (7)	Cole, Peter	Hazinski, Joseph R.	Miller, Edward C. Jr.	Sennott, Eric
Anonymous, In Memory of Benjamin Muckenhoupt	Collins, John J	Heiderich, Ronald Scott	Miller, Laura & Chuck	Shipman, W. Stevens, Jr.
Ashley, Thomas J.	Cook, Paul A.	Hessler, Frederick	Miner, Jonathan	Silva, Russell B.
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Barrett, James	Dillon, Richard "In memory of Richard Dillion"	Hughes, Joan	Moore, Fred R.	Spoth, Adele B., In memory of Edward Spoth
Barwise, Stanley	Downs, George T.	Jacobs, Jonathan & Ellen	Morse, Phil W.	Stahl, Randy
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Bassett, Richard C.	Drobnik, John J. & Kathleen M.	Jourdan, David	Mulvey, Henry O.	Stavrand, Sue Ellen
Bates, Richmond	Dublin, Martha, In memory of Jack Naugler	Kaiser, Stephen H.	Newman, David	Steinbach, Susie
Bennett, Jeffrey Hall	Dudek, Eric	Kaplan, Richard	Nobel, Michael, In honor of Rick Serian	Sullivan, Charles R.
Bequaert, Frank C.	Dulude, John R	Keller, Ronald	Norkaitis, Neil F.	Tallentire, Thomas L.
Bishop, Chester E.	Dunlap, Edward C.	Kelly, David & Anne	Olsen, James	Terhune, Robert D.
Blankman, Ronald J.	Edling, Richard E.	Klein, David E.	Orlando, Katie	The Boeing Company
Borenstein, Elliot	Ellis, Arthur S.	Kohanski, Robert W.	Osten, Thomas, In memory of Jack Naugler	Thornburn, Christopher C.
Bork, John E.	Entrot, Brian	Kracker, John	Pagano, Robert	Thresher, Carl H.
Bottoms, Glen D.	Fischer, Dennis	Kyper, John S.	Parker, Douglas	Tirrell, James & Rita
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Bray, Peter	Gbur, Jonathan	Laws, Peter	Popov, Vsevolod	Pierce, Donald W.
Brewster, H. Robert	Gebhardt, Wayne	Legenhausen, William H.	Rapport, Charles L.	Robinson, Charles C.
Brink, Kenneth H.	Glickman, Todd S.	Lennon, Michael C.	Rogers, David	Rogers, David
Brower, Carole	Grady, John J.	Littell, William	Ross, Ernest	Ross, Ernest
Brown, Charles E.	Graetz, Martin	Lord, William A.	Rossbach, Bernard	Ruddell, Thomas A.
Brown, Daniel T.	Grass, Debbie, In memory of Jack Naugler	Macaronas, Denise	Russell, Wayne	Sanger, Donald F.
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Burroughs, John E.		Markham, John D.		
Burroughs, John E.		Martenson, Lee and Marjory		
Campbell, Douglas W.		McLaughlin, Catherine & Gregg		
Catlin, Robert				
Chamberlin, Dann				

Please help our Museum through this uncertain time and donate online at www.trolleymuseum.org/support/donate



Thanks to early donations, much-needed repairs to the Visitors Center are underway. The walkway has been replaced, over-grown trees have been removed, and the failing siding on the south side of the building was recently replaced.



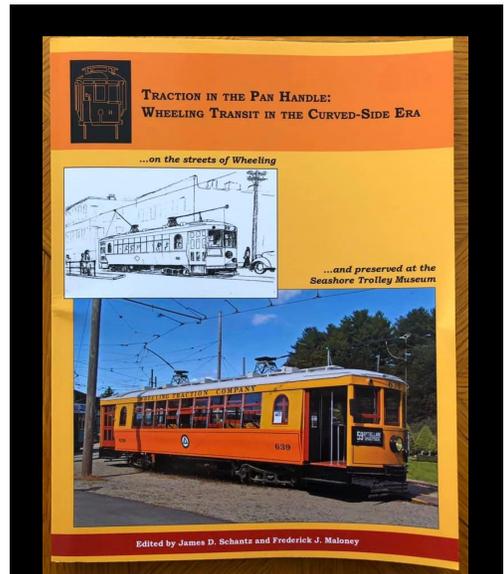
Book Review: TRACTION IN THE PAN HANDLE: WHEELING TRANSIT IN THE CURVED-SIDE ERA

JS

Cincinnati Car Company's chief engineer Thomas Elliot designed the curved-side car, a lightweight model that used curved steel plates (not conventional flat steel plates) in body construction. Instead of the floor, the side plates and side sills bore the bulk of the weight load making the cars lighter than conventional cars and, as a secondary benefit, considerably more attractive to the eye than the standard rather boxy lightweights of the time. The first cars of this type were sold in 1922 with some 400 ultimately built through 1930 with Wheeling Transit having 21 of these.

This interesting book is a twofer or mayhap a threefer for the general transit fan and especially those with a fondness for the beautiful Curved-side car developed by the Cincinnati Car Company and the history of Wheeling Transit in that era.

- The book's first quarter examines the history of Cincinnati Curved-side streetcars in Wheeling, West Virginia, from the 1920s until the late 1940s, but includes good coverage from horse cars through the end of the electrics with even a bit about Wheeling Transit buses. Included is a roster of passenger cars and renumbering and retirement details.
- The middle section is comprised of a wealth of photographs of the system and individual cars with well detailed annotation. Most of these photographs were taken between 1945 and 1948 by the late William J. B. Gwinn. Bill Gwinn started as a motorman with Ohio Valley Electric in 1917 converting from motorman for Co-operative Transit Company to bus driver in 1947 and ultimately retiring in 1962 from Co-operative Bus Lines. This section is so complete and thoroughly documented as to really qualify as a standalone section rather than simply an adjunct of the first part describing Wheeling Transit.
- The last quarter of the book is the story of Co-operative Transit's Curved-side No. #639 acquisition in 1957 by the Seashore Trolley Museum through the completion of its restoration and dedication in 2009. Included is detailed tracking of the car's restoration progress with many color photographs. There are also informative insights as to how this project to some extent paralleled and drove the Seashore restoration shop's development.



Traction In The Pan Handle: Wheeling Transit In The Curved-Side Era

Edited By James D. Schantz and
Frederick J. Maloney
Published by the New England Electric
Railway Historical Society,
Kennebunkport, ME
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Paperback Genre: Transportation, 94
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Traction In The Pan Handle is the summation of the dedicated efforts of numerous individuals spanning some 40 – 50 years. That length dictated by the time necessary for the acquisition of materials, infrastructure, labor, and money required for the complex effort of restoring No. #639 and the parallel writing and editing of this book. James D. Schantz, President & CEO (and Chairman Emeritus) of Seashore and No. #639's sponsor and Frederick J. Maloney, a Senior Trustee of Seashore and long-time member and contributor were both present during this book's long gestation. They ultimately took on the major task of weaving the substories from 1957 through 2009 into one coherent and informative story. The outcome of their efforts is well worth a read by anyone interested in electric railways, Curved-side cars, Wheeling in particular and perhaps could even provide an eye opener for that as-of-yet undiscovered trolley fan.



From the TOWN HOUSE SHOP

By Ernie Eaton, Randy Leclair, David Rogers & Brian Tenaglia

From left to right:
 Bill Citanesye catches a motor from
 The Narcissus; Seth Reed works on
 windows from The Narcissus. RL

Shop Safety And Machinery Improvements:

New SawStop Table Saw

Thanks to a generous anonymous donor, the Museum recently purchased a 10" SawStop cabinet saw to use as our main production table saw. The SawStop's safety features include the ability to stop its main blade remarkably quickly when it detects blade contact with a person. These features greatly reduce the chance of an injury, and if an injury occurs, reduces the potential severity of an injury considerably.

South Bend Lathe

We acquired a gently-used South Bend 8" lathe. Dave Rogers sourced a replacement motor, while Seth Reed fabricated an adapter plate out of ash. Dave and Bill Citanesye worked up miscellaneous small parts and shims necessary to get the headstock and bed back into tolerance, and Bill drew up the necessary schematics and wired the unit. It now works well.

Restoration Work:

Portland-Lewiston Interurban Narcissus

We received all four rehabbed motors from AC Electric. Work done included full epoxy vacuum pressure/impregnation of all inner components, and re-sleeving of all bearings.

Brian Tenaglia mocked up the control system with the unit switch and one master controller. Using a DC bench power supply, air from the shop compressor, and AC power substituted for trolley 600VDC, he was able to debug and exercise much of the system. The controllers need significant rework before we can install them.

The Narcissus was missing one train door and parts of the other. Using period photos and measurements for the remaining original pieces Ernie developed a 3D model and drawings of the door and its missing pieces. Seth crafted a replacement door and the missing pieces for the original from Mahogany doing some of the work while social distancing at home.

We had parts of two vestibule windows that upon careful examination were found to be mostly replacements lacking the craftsmanship evident in other original portions of the car. Using dimensions from these parts Seth set out to make four replacements using original joinery techniques. The arches were cut and routed along with final fit up and assembly in his home workshop. Support *The Narcissus* by donating to Fund 816A.

DC Transit 1304

Brian installed the Motor/Generator regulator and continued doing in-depth testing on the rest of the circuitry under the car. He found the coils in the generator were installed backwards, so after a re-wire the set works as advertised. Brian and Ernie worked with a program called SPICE (which serves as an "electrical sketchpad") to better understand and adjust the control circuits. Work on the car's batteries and cleaning of electrical equipment allowed "all systems" testing and things are nearing completion. Support 1304 by donating to Fund 870.

Bay State Street Railway 4175

Donald Curry researched mounting systems for the window guards. Working with Ernie, a prototype 3D model was made to verify appearance. They then contacted Tammy Ackerman at the Engine art gallery/Makerspace in Biddeford Maine. Tammy kindly printed a full-size copy of the 3D bracket model to be used to assess the design. Support 4175 by donating to Fund 528.

Trenton 288

The Liberty Historic Railway is contracting us to help with the restoration of their car 288. Brian has been working to create a working set of plans to rebuild the vestibules. The COVID stay-at-home order afforded Brian the ability to make significant progress in the design phase of the project.



Seashore Collection Spotlight: LEHIGH VALLEY TRANSIT 1030

By Henry Mulvey

No. 1030 Lehigh Valley Transit (Allentown, PA), Local Service to Fair Grounds, September 14, 1941. E. Edwards Collection

The United States was once criss-crossed by interurban trolley lines. Interurbans in the Northeast tended to stop in town centers and run down the sides of rural roads, but west of Pennsylvania, interurbans usually acted more like mainline railroads with fast, direct service on mostly private rights-of-way. Car 1030 saw service on both types of interurban lines.

1030 started life as Indiana Railroad car 55 (bottom left photo). It was built in 1931 by American Car and Foundry and was one of the first lightweight rail vehicles. It was followed later in the decade by mainline streamliners, such as the Boston & Maine's *Flying Yankee* and the Union Pacific's *M-10000*. On the Indiana Railroad, 55 ran from Indianapolis to Fort Wayne and to Louisville. The car operated at speeds of 80 miles an hour on mostly private right-of-way. 55 was first configured as a regular service car with a lounge section. Then, in 1934, the IR converted 55 to all-lounge seating for use for railroad executives.

In 1939, Lehigh Valley Transit (LVT), based in Allentown, Pennsylvania, purchased car 55 and renumbered the car to 1030. Car 1030 ran over the 55-mile Liberty Bell Line between Allentown and Philadelphia, with a set of five former Cincinnati and Lake Erie lightweight interurban cars; these cars were from the same C&LE fleet as our car 118. LVT had purchased 1030 to replace one of the C&LE cars that was lost in a fire. The Liberty Bell Route was a traditional interurban line with a mix of right-of-way types, including street running, roadside reservations, and private rights-of-way. The Liberty Bell Route was one of the last trolley lines in the United States to feature roadside reservation running, stopping in most of the small towns along the line. Both the changing right-of-way types and the fairly frequent stops limited the speeds along the line. LVT kept 1030's lounge car configuration and used it as a regular service car; in 1941, the lounge seating and interior was completely redone and it became the LVT's most famous car. However, in 1949 due to another car being damaged, conventional seats were put in 1030.

LVT retired car 1030 in 1951 with the abandonment of the Liberty Bell Route. It was sold to a junk dealer who then resold it to the Museum. It was the first car in Seashore's collection from outside of New England which started our national collection. 1030 underwent a major restoration by members from the Allentown area. During the restoration, the interior was completely brought back to its 1941 configuration, with the lounge chairs fabricated by the same furniture company (then still in business) as had made the originals in 1941. Seashore completed the restoration in 1976 when 1030 was dedicated to museum member Howard P. Sell. Seashore Trustees have selected LVT 1030 as one of seven collection items to receive further restoration work in the 2020-2025 Strategic Plan, with the intention of operating the car in limited service. Please consider donating to Fund #732 to get this historic car back on our line!





THE ATLANTIC SHORE LINE RAILWAY

In 2009, Atlantic Shore Line Railway locomotive No. 100 celebrated its complete restoration at the Seashore Trolley Museum.

PM

Submitted By Phil Morse

Even before the Mousam River Railroad passenger service commenced operations between Sanford and Springvale on April 1, 1893, plans for an electric railway from Biddeford to York Beach were in the process of formation. On March 28, 1893, the Maine legislature granted a charter to the Atlantic Shore Line Electric Railroad which proposed to build "from some point on the Saco River, in the city of Biddeford, through the towns of Kennebunk and Wells, and to a point near the depot of the York Harbor & York Beach Railroad at York Beach." The act of incorporation was extended for two years in 1895 and again in 1897.

On October 18, 1899, having acquired the charter of the Atlantic Shore Line Electric Railroad, members of the board of directors of the Sanford & Cape Porpoise Railway and the Mousam River Railroad, filed articles of association for the Atlantic Shore Line Railway (ASL) with the State RR Commissioners. This new company proposed basically the same route as the electric railroad six years earlier. The new charter was approved on February 9, 1900, for the Atlantic Shore Line Railway.

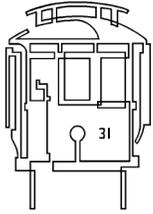
The first trackage built by the new company was a 1.57-mile line from Dock Square in the village of Kennebunkport to Town House Junction where it connected to the Sanford & Cape Porpoise Railway.

The next step in the order of events was the merging of the Sanford & Cape Porpoise Railway, the Mousam River Railroad, and the Sanford Power Company, with the Atlantic Shore Line Railway. The Maine Legislature authorized the consolidation, which officially took place on April 1, 1904.

A large brick carhouse was built at Town House and later, construction began on the line from Town House to Biddeford, using rails and line materials purchased from the New Hampshire Traction Company's proposed, but never built, Exeter-Newmarket line. A portion of this section of the line is the right-of-way that the Seashore Trolley Museum operates its Heritage Railway on.

The new extension from Town House to Biddeford opened on August 8, 1904, where it connected to the Biddeford & Saco Railroad. Another legislative act, this one in 1905, enabled the ASLRwy to secure control of the Portsmouth, Dover & York Street Railway (PD&Y) on February 1, 1906. Later in 1906, construction began to connect the ASL from Main Street in Kennebunk with the PD&Y trackage in York Beach.

The new connection between Kennebunk and York Beach opened, Sunday, July 20, 1907. With this stretch of trackage completed, an electric railway passage was opened from New York City to Lewiston, Maine. And a couple years later, passage from Lewiston to Augusta and Waterville would be completed as well. Total trackage of the ASLR in 1907; owned: 87.627 miles, leased: 2.783, siding, etc. owned: 4.644, and leased: .110 = 95.164 total miles. Making the ASLR the second-longest electric railway system in Maine.



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