

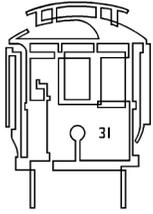


THE NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY
Seashore Trolley Museum & National Streetcar Museum at Lowell

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DISPATCH





NEERHS

Seashore Trolley Museum
& National Streetcar Museum at Lowell
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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.

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

membership@trolleyuseum.org Connie Garland
Membership Secretary

Membership Dues for 2021:

| | |
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| 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.

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The next issue of *The Dispatch* will be published in June 2021. The deadline for submissions is May 1st. Please send your articles and/or original photography to director@trolleyuseum.org for consideration.



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Wheeling, WV no. 639 takes the first ride on our main line of the year, January 2021. RL



From the **EXECUTIVE DIRECTOR** Katie Orlando

It's the beginning of our 82nd year at Seashore Trolley Museum, and we are ready! **Opening Day is Saturday, May 1st.** This season we plan to be open on Wednesdays and Fridays-Sundays, with the hope that attendance will be so strong that we can add a fifth day later this season and be back to opening daily Memorial Day 2022. In order to provide a safe experience for our members, volunteers and guests, face coverings and social distancing will still be required on campus at all times as we re-open.

While we are still navigating through these uncertain times, we ended our fiscal year 2020 strong. Thanks to significant budget cuts at the beginning of 2020 as the pandemic hit, securing a large grant at the end of the year along with increased year-end giving by our donors, we ended the year with a surplus in our general operating revenue. This has allowed us to catch up on deferred maintenance that we put off in 2020, including upgrading our Visitors Center fire protection system, installing HVAC on the first floor of the Visitors Center (allowing us to host events comfortably year-round), upgrades to our security system, and several grounds projects. Thank you to all who continue to support Seashore Trolley Museum during the global COVID-19 pandemic.

During the off-season we also made some changes to our professional staff team. To continue our ongoing efforts to create the safest, most positive and productive culture in the Shop possible, Randy Leclair has stepped into a new Program Manager role to best take advantage of his strengths in the areas of curatorial knowledge and restoration support. David Rogers has stepped into our Restoration Director role to better utilize his talents and experience in organizational management and leadership. We also are increasing our professional staff team by one new full-time role; a Special Events and Program Manager will be hired by the end of May.

We are looking forward to hosting a hearty schedule of events this season! Learn more at trolley-museum.org/events. All COVID-19 safety standards including mandatory face coverings and social distancing will be followed. Appreciation Days, Free Story Times, Super Hero Day and Ice Cream Nights return this summer, Daniel Tiger and Pumpkin Patch Trolley will be back this fall, and stay tuned for exciting new holiday events!

We are currently searching for volunteers to fill a few committee and leadership roles on campus. At the time of publication, we are searching for our next Museum Curator, Safety Coordinator, Volunteer Coordinator, and members to serve on our Library, Education, and Safety committees. For more information or to volunteer to fill one of these roles, please check out our website or email director@trolley-museum.org.

We continue to hold bi-weekly check-in Zooms with our volunteers and involved members to keep everyone engaged in everything going on around campus. These check-ins take place every other Wednesday at 2:30PM. The next check-ins will take place on May 5, May 19, and June 2. To join via computer/tablet/smartphone, visit zoom.us/join and enter the Meeting ID 745 448 073 Password: 830181.

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



From top to bottom: New volunteer Rick Whetstone preps our main entrance artifact (MBTA side dump car) for a fresh coat of paint; Local teen Liam Pritchard built us new benches (pictured) for his Eagle Scout project; Dave Rogers (front) works with Brian Tenaglia on wiring the Lexington & Boston 41; Randy Leclair files down bearings for a better fit on the Toronto 2890.



The Blue Line train rests on Highwood track three after being shifted by the author in June 2013.



Seashore Collection Spotlight: MBTA BLUE LINE CARS 0622/0623 By Todd Glickman

Seashore Trolley Museum has a rich history of collecting, preserving, restoring, displaying, and operating rail equipment from the greater Boston area. This includes not only streetcars such as BERY 5821, Eastern Mass St Ry 4387, and Boston Elevated Ry 6131 among many others, but also rapid transit cars. The Museum is home to representatives from all four of Boston's "colored" rapid transit lines, such as the Red Line's 1450/1455, the Orange Line's 1178/1179, the Green Line's LRV 3424, and the Blue Line cars described in more detail below. A number of other rapid transit cars from Boston are at the Museum from the era prior to naming the lines with colors in 1967.

Seashore acquired its Blue Line representatives 0512/0513 in 1987, 0546/0547 in 1986, 0559/0562 in 1985, and 0622/0623 in 2009. Of note, 0512/0513 were used in passenger service at Seashore during the 1990s, primarily for the highly-successful Ghost Trolley events – we dubbed this set as the "Terror Train."



Before we delve into the cars specifically, a bit of history of the right-of-way the train used is in order. Originally known as the East Boston Tunnel Line, it was built as a streetcar line under Boston Harbor in 1904 and was the first North American transit tunnel to run beneath a body of water (Boston Harbor) when it opened from Maverick Square in East Boston to Court Street in downtown Boston. The line was extended to Bowdoin in 1916 and later north to Revere; streetcars could exit the subway at Joy Street and cross the Longfellow Bridge onward to Cambridge. In 1924, the line was converted from light to heavy rail, i.e. rapid transit. It is distinctive as Boston's only line with both overhead catenary (currently from Wonderland to Airport), and third rail (Airport to Bowdoin).

The first rapid transit cars to ply the line were dubbed #1 cars, manufactured in 1923 by Pullman Standard. Forty were purchased and ran until 1980 – 0512/0513, as mentioned above, are at Seashore. The #2 cars, of which there were only eight, were built by Pullman Standard in 1924, and ran until 1980 as well. Of this group, 0546/0547 are at Seashore. Next came the St. Louis Car Company's #3 cars in 1951, which also ran in service until 1980 – 0559/0562 have been preserved at the Museum. Beginning in 1978, the #4 cars started to arrive from Hawker-Siddeley, 70 in total, to replace the prior generations. Married pair 0622/0623, the subject of this article, arrived at Seashore in 2009 following negotiations with the MBTA. Retirement of the #4 cars was made possible by the arrival of the #5 cars manufactured by Siemens starting in 2008 – 94 in total – that continue to provide service in Boston.

And now, back to our cars 0622/0623. These are not the only #4 cars preserved – 0616/0617 are still in use at the MBTA's emergency training center located in the former Broadway streetcar tunnel, though most of the mechanical systems have been removed. In addition, components from the 0600-series cars live on as donor parts to the sister fleet of 1200s on the Orange Line, also manufactured

The author taking a group out the Main Line on the Blue Line train. The Cinestron controller is in the "P1" power position. At Seashore, we operate no higher than "P2" so that we don't draw too much power.

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by Hawker-Siddeley. The cars were often referred to as *Bluebells* because of their distinctive blue color and the chimes that play when the doors are closed and prior to PA announcements.

While in service in Boston, the cars were subject to the elements – warm, humid air during the summer, enhanced by the Blue Line’s proximity to the Atlantic Ocean, as well as salt air blown in from the ocean. After nearly three decades of service, the cars exhibited significant corrosion and rust. Even after their move to Seashore in 2009, these harsh environmental conditions continue to plague the cars.

Thanks to the good work led by Seashore’s Curator of Rapid Transit Vehicles Bill Pollman, Seashore’s Chief Instructor Richard Pascucci (a retired MBTA instructor), and many other volunteers, the cars were made – and continue to be – operable on Seashore’s demonstration railway. They played a starring role in a number of the Museum’s Transit Days, and brought back great memories for our visitors. And, they are compatible with our new Mobilift that allows physically-challenged visitors to safely board the cars.

But the cars continue to deteriorate structurally, and many of the mechanical components are in need of maintenance. Thus, the cars were chosen as a part of Seashore’s strategic restoration plan for the 2020s. Over the next few years, we will be developing a detailed plan for full restoration and mechanical upgrade, so that the cars can live on for decades to come. **We have established a \$50,000 fundraising goal. To kick-start the process, the project sponsor will match donations dollar-for-dollar, up to \$5,000, through 2021. Those that wish to contribute now may designate Fund 554.**

Learn more about the project and donate at <https://trolleyuseum.org/bluebells/>



0622/0623 Statistics

- ⇒ Blue Line #4 fleet consisted of 70 cars numbered 0600-0669
- ⇒ Built by Hawker-Siddeley Canada Car and Foundry (subsequently Bombardier Transportation – recently acquired by Alstom) of Thunder Bay, Ontario, Canada from 1978-1980
- ⇒ Each car weighs approximately 60,000 lbs.
- ⇒ Car width is 9’3”
- ⇒ Each car seats 42 passengers
- ⇒ As a married pair, each car contributes to the operation of the two-car set:
 - ⇒ 0622 is the “A” car, and has the pair’s batteries as well as a converter to change 600v to 37v for interior lights and control systems on both cars
 - ⇒ 0623 is the “B” car, and has the pair’s air compressor to provide air for brakes, doors, suspension, windshield wipers and horns on both cars

From top to bottom: The interior of 0623.

The operator’s console of the Blue Line train. At center is the Cinestron controller, that the operator uses to apply power and brake. The controller is currently in the “max brake” position. To the right are “emergency” and “handle off/key out” positions. When rotated clockwise, there is a continuous braking section from “max brake” to “min brake,” then to the left notches for “coast” and the four power positions. The handle is spring loaded, so that if in any position other than “max brake,” a release of the handle will cut power to the motors and apply the brakes in “emergency.” This “dead man” feature is one component that allowed one-man operation of the train in normal Boston service. [website](#).

The Blue Line train sits adjacent to Morrison Hill Station during a shifting move in October 2017, with Instructor Jeff Bennett in the doorway. At its left is the City of Manchester.



In October 2020, The Blue-Line train poses on the Riverside lead, alongside the Boston Red Line 1400-series train on the Butler Grove lead. To the left in front of Highwood, one can see the 1100-series Orange Line train, and adjacent to the John L. Middleton Riverside Carhouse is the DoT SOAC train.

Fundraising Efforts Will Support:

Painting

- Completing initial touch-up to prevent rust, hopefully with mostly volunteer labor in 2021
- Planning for a longer-term full repaint (may need to be outsourced)

Floors

- Checking and repairing or replacing the plywood subfloors
- Repairing concentrate on areas around and under the car-end and cab doors that are not functioning correctly due to floor issues

Doors

- Cleaning, lubricating, and adjusting passenger, car-end, and cab doors
- Mechanical/propulsion/pneumatic
- Exploring and troubleshooting known issues
- Establishing a yearly inspection and maintenance program

Roof

- Cleaning control resistance grids
- Finding and eliminating leaks into the cars



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In the meantime, the *Bluebells* will continue to be maintained in operational form as resources allow, so that visitors and members alike can enjoy a ride back in time. Members of the operations crew who wish to be qualified on the train should contact Rich Pascucci or the author to learn about training sessions for the 2021 season. Members who are not operators but would love the experience of operating the Bluebells should stay tuned for special fundraisers that include Be A Motorman experiences for these cars.

Learn more about this restoration project and donate at <https://trolley-museum.org/bluebells/>

Article Sources:

- ⇒ <http://www.transithistory.org/roster>
- ⇒ <http://www.nycsubway.org>
- ⇒ Sanborn, George M. (1992) "A Chronicle of the Boston Transit System," *Massachusetts Bay Transportation Authority*
- ⇒ Clarke, Bradley H.; Cummings, O.R. (1997) "Tremont Street Subway: A Century of Public Service," Boston Street Railway Association
- ⇒ Cheney, Frank (2003) "Boston's Blue Line," Arcadia Publishing
- ⇒ "We've saved a set of 'Bluebells' by acting quickly – now we need your help to pay for the move," *Seashore Trolley Museum Dispatch September 2009*
- ⇒ "Seashore Trolley Museum Training Guide for 0622/0623," prepared by Richard Pascucci

All photos in this article are by the author.

The author thanks Jim Schantz for editorial assistance in the preparation of this article, and Rich Pascucci for assisting in development of the restoration goals.



Our New Direction: A STRATEGIC PLAN UPDATE

By Rob Drye, Board Chair & James Schantz, President & CEO

The Museum was busy this off season continuing to work on our New Direction Strategic Plan. Work continued on Tower C, our new bus and trackless trolley display area, Visitors Center enhancements, the *Narcissus*, and more. We launched a new website so our members and supporters can follow along and learn more about the work our Board of Trustees have committed to lead us through the next five years. Visit www.trolley museum.org/newdirection to review our nine restoration fundraising priorities and our eleven capital projects. These pages will be updated as we have news to share, donors to thank, and pictures of our progress to post.

As shared in the last issue of *The Dispatch*, Seashore has a new giving policy for restricted gifts. Donors that give to any of our priority projects, listed below, may continue to designate gifts of any size to those projects. Donors who would like to donate to non-priority projects may do so if the contribution is \$100. Gifts less than \$100 that are not directed to support one of the priority projects will be allocated to the Society's general fund.

Restoration Priority Fundraising Projects: Aroostook Valley interurban 70, Atlantic Shore Line locomotive 100, Baltimore Transit semi convertible 5748, Claremont line car 4, Denver & South Platte Birney 1, Boston 25-foot box car 396, Boston & Maine inspection car 500, Boston Hawker Siddeley Blue Line 0622/0623, Boston & Maine bus 784, Boston Red Line 01450/01455, Boston Pullman PCC 3127, Boston Type 5 5821, Boston center entrance 6131, Boston Pullman trackless trolley 8361, Davenport diesel locomotive D-1, Brooklyn convertible 4547, Chicago Surface Lines Pullman 225, Chicago Aurora & Elgin interurban 434, Connecticut closed car 1160, CRANDIC interurban 118, Dallas Stone & Webster Standard 434, DC Transit PCC 1304, Eastern Mass semi convertible 4387, Eastern Mass lightweight 7005, Lehigh Valley Transit interurban 1030, Lexington & Boston single truck 41, Manchester interurban 38, Bay State semi convertible 4175, Minneapolis - St. Paul Gate Car 1267, Montreal Golden Chariot observation car 2, Nagasaki single truck 134, Portland-Lewiston Interurban *The Narcissus* 14, Newark PCC 5, Connecticut Company open cars 303, 838, 1391 & 1468, North Shore Line interurban 420, Oshawa Baldwin-Westinghouse steeple cab locomotive 300, Pettibone Speedswing tractor, Philadelphia & West Chester side door 62, Philadelphia Nearside 6618, Boston snow plow 5106, Providence & Worcester locomotive 150, Rochester Peter Witt 1213, St. Louis PCC 1726, Sydney Class P 1700, Toronto Peter Witt 2890, West End Street Railway 20 foot box car 235, and Wheeling, WV Curved Side 639.

Capital Priority Fundraising Projects: New Library/Archives/Exhibit Hall, Visitors Center Repairs, Bus Display in Butler Field, Library Building Repairs, Restoration Shop Heating System, Trolley Play Area/Picnic Area, Parts Warehouse Extension, Tower C Renovations, Track & Overhead Maintenance, Mobility/Accessibility Campaign, and Coney Island Yard.

This spring, be on the lookout for a special mailing and email sharing more about these four projects—The Portland-Lewiston Interurban *Narcissus* Restoration, The Lehigh Valley Transit *Liberty Bell* 1030 Restoration, our new Bus and Trackless Trolley display area, and Coney Island Yard—an area on our property to be developed for exhibiting our rapid transit collection. We encourage you to read more about these initiatives and show your support by contributing financially and sharing our plans with others in your family and network who would also be interested in our work.

Help Wanted: Project Champions! We are looking for others who would like to take an active role and work with us to launch our fundraising campaigns, write grants, create marketing collateral, and plan, design, and execute new buildings and grounds projects. If you have these strengths and are ready to roll up your sleeves and get to work for the good of your museum, we would love your help! Please email us at chairman@trolley museum.org and president@trolley museum.org and we will connect you with the project/s that are the best fit for your talents.

Thank you for your ongoing support. We look forward to updating you on our continued progress in future issues of *The Dispatch*!

No. 1726 at St. Louis, track used for training operators near shops, possibly when delivered in 1946. Photo from Washington University Libraries, St. Louis, Missouri



ST. LOUIS STREETCARS AND CAR NO. 1726

By Steven Siegerist and Richmond Bates

As was the case in a lot of cities in the late 1800s, St. Louis had a plethora of horse car lines. Each company focused on one street or section of town. As time progressed, some became cable car lines while others went directly from horse cars to the newfangled electric cars. Still there was a great amount of individualism and competition.

With the coming of the turn of the 20th century, and the coming of the World's Fair and Olympic Games in 1904, there was a need for consolidation. Eventually all the lines were united under United Railways before 1903 (except for the St. Louis and Suburban, which joined in 1907). Again realizing the great need for transportation to the fairgrounds, the company ordered 450 new streetcars, to be built by the local St. Louis Car Company. After the fair, these became the backbone of the fleet for a considerable number of years. (One was preserved at The National Museum of Transportation only to suffer major damage and the car was lost).

United Railways progressed through the 1910s. The last carline construction was a two mile extension of an existing line in 1916. In the 1910s, United Railways replaced some of the pre-fair cars with home built cars of the same style as the World's Fair cars, but with a different exterior appearance. In the 1920s, the company also built some 300 Peter Witt style cars, some of which were still running in 1951. The company also went thru a reorganization in the 1920s and the St. Louis Public Service Company emerged as the successor.

Until the change to Public Service Co, the streetcar lines had names. Some were the street they served, others were the destination. Signs were not changed at the end of the line as they were in other cities. There was a perceived need to be like other transit systems and so a numbering system for the routes was instituted in 1928. Mostly, routes assigned to the same carhouse were numbered in the same ten-digit block (20 Cherokee, 21 Tower Grove, 22 Jefferson, for example). This may have helped the nonresident, but the natives never got used to it. Today, we have the Grand Avenue bus because we had the Grand Avenue streetcar before and the number 70 is not mentioned. Recently, Metro removed the route name from the destination signs, so nowhere on the bus does the route name appear, only route number and destination. However, on the website and printed timetables each route still has a name.



Sister car No. 1794 is on route 70 at Water Tower Loop, East Grand Avenue and North 20th Street, January 1, 1960. Photo: Steven Siegerist collection.

St. Louis Public Service Company executives must have been very glad when the Electric Railway Presidents Conference Committee named St. Louis Car Co. as one of two builders of the new PCC cars. They had a local source from a builder that had a reputation of being a "quality shop." Public Service took delivery of 100 PCC cars in 1940 and another 100 in 1941. These two groups were very



From top to bottom: No. 1155 is on Market Street, San Francisco, February 17, 1968. Photo: Market Street Railway archives.

No. 1155 (ex-St. Louis No. 1726) is passing through construction at the east portal of Twin Peaks Tunnel in San Francisco, September 4, 1973. No. 1111, another former St. Louis car, is following. Steven Siegerist photo.

No. 1155 leaves San Francisco for Seashore. Photo: Market Street Railway Archives.

different. The 1940 cars (1500s) were 100 inch wide cars without standee windows, in other words the first body style of PCC cars. The 1941 cars (1600s) were 108 inch wide cars with standee windows, the preferred design of most of the post WWII manufactured PCC cars. The most unique feature of the St. Louis cars was the foot controls. Instead of three pedals (accelerator, brake, and dead man right to left), the St. Louis PCCs had two pedals with the brake and parking brake on the right and the accelerator and dead man on the left. It actually was four pedals, each foot long pedal having a heel plate for separate action.

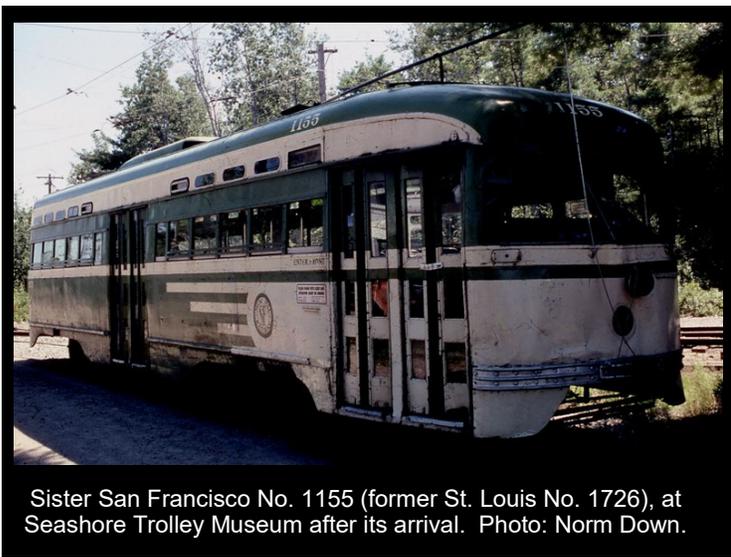
After WWII, St. Louis received 100 more PCC cars (1700s) in 1946, which were very similar to the 1600s on the outside. The obvious difference was the single seats on the motorman's side of the car from the front to the center door. The 1600s had double seats for the whole car.

Some abandonment/bus conversion occurred in 1930 when the city wanted to widen Vandeventer Ave. Public Service wanted to substitute the new trolley coaches, but the city wanted the wires gone if there were no streetcars, so internal combustion buses were substituted for the cars. There were also some conversions to bus around 1940, but the bulk of the streetcar system was intact for the massive ridership increase caused by the war effort. After the war, ridership decreased and the lighter ridership lines were targeted for "bustitution." Before the end of the war, Public Service had identified the eleven lines that would be served by PCC cars. This would have required another 100 PCCs, that were never bought due to the decreased ridership. Four of the remaining 11 streetcar lines were converted to bus around 1950 leaving the seven busiest streetcar lines to soldier on. The 300 PCCs were sufficient to provide this service.

In 1944 National City Lines took control of St. Louis Public Service Company. E. Roy Fitzgerald, chief at NCL, installed John L. Wilson, formerly of Mack truck, in charge of Public Service. It was not typical for NCL to continue streetcar operation in properties that they bought, but St. Louis was the exception. When Fitzgerald was interviewed about this, his response was that he was only interested in making money and in St. Louis, streetcars made money. Public Service would continue to run streetcars on lines that made money and that did not require major infrastructure (track and overhead) revision.

Of the remaining seven lines, the three crosstown lines went first, each because of a road widening or bridge construction projects. This caused some PCCs to become surplus. Fifty of the 1500s (the narrower cars) were sold to Philadelphia Transit Company in the 1950s. Also, 66 of the 1700s, including No. 1726, were leased to The Municipal Railway of San Francisco in 1957. The 1700s were desirable, being only ten years old and no new ones were being produced. Later San Francisco would get another four cars for a total of 70. Of the other 1700s, ten went to Shaker Heights Rapid Transit and 19 went to Tampico Mexico. Only 1788 did not leave the property until the scrapper came.

In the early 1960s, the Bi-State Development Agency got the job of consolidating the over dozen private transit providers in the St. Louis region into a government agency. They were the logical agency, since this would be an interstate project. In 1963, the deal was done and



Sister San Francisco No. 1155 (former St. Louis No. 1726), at Seashore Trolley Museum after its arrival. Photo: Norm Down.

Bi-State had one transit agency. This included the three remaining streetcar lines. The cars were all the 1600s (1941 vintage) and were showing their age, so a date was set for April 1964 for the end of all car service. The 15 Hodiadmont ran over half its route on private right-of-way in alleys through residential neighborhoods. The proposal was to pave the right-of-way for use by buses and emergency vehicles. There was a lot of disagreement about who should pay for this, and more negotiations were necessary. The other two car lines were changed to bus in 1964, but the 15 Hodiadmont ran until May 21, 1966.

The inclusion of 70 St. Louis cars and the decrease in routes to five allowed San Francisco to become all PCC operated. When San Francisco Municipal Railway (Muni) got 25 new single ended PCC cars in 1952, it constructed loops, or wyes, at the ends of lines where the new cars were to be assigned. When the St. Louis 1700 series cars arrived in 1957, Muni renumbered them in the 1100s, with No. 1726 becoming No. 1155. Except for adding a backup pole, re-gauging the cars from St. Louis' 4' 10" gauge to 4' 8 1/2"

standard gauge and applying their standard green and cream paint job, the Muni did little to alter the St. Louis cars. Some of the motormen did not like the two pedal controls on the former St. Louis cars and made it known to management. Since most of the complainers were senior operators, the transit agency agreed to assign the 1000s (original San Francisco cars with three pedals) to the J Church line. If a motorman did not want the possibility getting an 1100, he could pick a run on J line and he would be assured which car type he would be assigned. The photos of PCCs on the J line are 99% of the 1000 cars. San Francisco placed its PCCs in storage after purchasing new Light Rail Vehicles in the early 1980s.

In 1983, Market Street Railway (a non-profit group supporting a heritage streetcar operation in San Francisco) repainted one of the ex-St. Louis cars - the former No. 1704 - back into its St. Louis colors and operated it in five annual Trolley Festivals in the 1980s. No. 1704 is currently stored, lacking upgrades needed for the present heritage operation. San Francisco still has some the other former St. Louis cars on the property, but none are slated for inclusion in the F Market heritage operation because of the pedals.

In 1994, the San Francisco Muni auctioned off some of its remaining PCC cars after keeping them in storage for over ten years. Seashore sought to acquire one of the former St. Louis cars since that city was the largest U.S. streetcar system not yet represented in the museum's collection. Seashore succeeded in purchasing No. 1155, considered the best of the lot, for \$650. At the time, San Francisco was acquiring rebuilt PCC cars from Morrison Knudson in Hornell, NY to use on its Market Street heritage streetcar line. So, Seashore's trucker was able to bring No. 1155 east as a backhaul after transporting rebuilt PCC cars from Hornell to San Francisco.

No. 1155 arrived at Kennebunkport in early 1995. After cleaning and repairs to lighting and windows, the car began carrying visitors. In 1998, Seashore's Donald Curry and Karl Johnson traveled to San Francisco and acquired some parts for the car from remaining derelict Muni PCC cars. In recent years, the car has been stored under a tarp awaiting restoration as St. Louis No. 1726. In 2020, the museum trustees selected this car as one of the vehicles to be restored as part of Seashore's five year New Direction Strategic Plan.

Learn more about this restoration project and donate to Fund 842 at <https://trolleyuseum.org/stlouis1726/>



BRICK CAMPAIGN

Leave your mark! Members are invited to purchase personalized bricks to recognize your connection to the world's oldest and largest electric railway museum. Bricks may be purchased online at www.trolleyuseum.org/brickcampaign. Engraved bricks will join others that have already been installed on our Visitors Center platform.



2021 EVENTS CALENDAR

Learn more at trolleyuseum.org/events. All COVID-19 safety standards including mandatory face coverings and social distancing will be followed. Appreciation Days, Free Story Times, Super Hero Day and Ice Cream Nights return this summer, and Daniel Tiger and Pumpkin Patch Trolley will be back this fall. We hope to see you in 2021!

Volunteers Jim Mackell and Arthur Morin work on the new roof of the Birney 1.

From the TOWN HOUSE SHOP

By David Rogers, Randy Leclair, Brian Tenaglia, & James Tebbetts

Progress on **Portland-Lewiston Interurban 14 Narcissus** has been strong during the off season. The new sills and the steel channels have been finished and stored awaiting warmer weather for installation. In the now-chilly shop main bay, Ernie Eaton has been documenting and disassembling sections of the #2 end vestibule, while Seth Reed continues work on window restoration. We need to do quite a bit of surgery on several metal parts of the car, so we reached out to New Hampshire Materials Lab Inc. for help identifying the metallurgy of several pieces of ferrous material in the carbody. This knowledge will let us more successfully restore as much of the car's original fiber as possible. (Fund 816A)

Roof work on **Connecticut Company 1160** is now chiefly done, although there are a couple items left to finish once the weather gets warmer. We made an unwelcome discovery when reinstalling the trolley boards – fully one-half of the cleats holding the boards on the roof were originally located ~1.5" off (meaning these were not attached to the frame of the car but instead merely to the very thin roof boards!) Once we moved past the general shock of the situation, the repair was relatively straightforward (if time consuming). All the cleats and boards are now back in place and well-sealed with Phenoseal. (Fund 640)

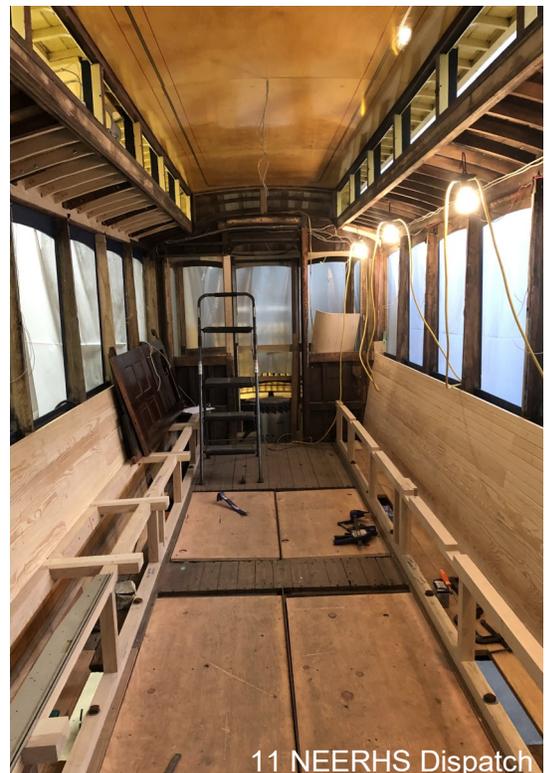
Interborough Rapid Transit 3352's side windows and all but two of the windows of the vestibules are now freshly painted, some atop a rehab, and the carbody is now fully closed for the first time in decades. Batches of 46 seat cushions and seat backs from non-IRT rapid transit cars, 9 trackless trolley seats, 15 original side panels of a restored streetcar, plus stacks of wood long stored inside 3352 have been transferred to storage elsewhere, freeing up considerable space. One side door shows serious decay and is now scheduled for major work by a wood specialist in the shop. The two sets of 3352's bulkhead door mechanisms have been refurbished and placed in full assembly inside separate custom-built storage boxes. With lesser problems also fixed, care continues. (Fund 700)

With thanks to an anonymous donor, there has also been great progress on **Boston & Lexington car 41** over the past three months (right photo). The motors have been brought to the shop, lubricated and tested with positive results. The wheelsets slated for the car were sent to Lyons Industries in PA to have to new axles fabricated from specifications developed from Brian Tenaglia's detailed research. They arrived back to us in mid-March.

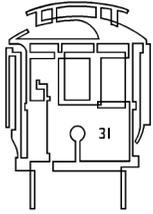
Bill Catanesye finished rebuilding the K10 controllers, and these are ready for installation. Bill has also been integral in the reassembly of the single truck the car will roll on. This has been a labor of love as there is a combination of figuring out how to assemble what we have, fabricating what is missing and farming out certain jobs like casting several key items that are either missing or worn beyond reusing safely. Specs for some of the casting work have been developed in detail by Ernie Eaton.

Randy has been busy working to document the many details that lay ahead to complete this transit gem. This effort includes generating new wiring schematics that reflect what we will actually be installing in the car. In addition, he has been instrumental in populating the extensive punch-list of highly detailed tasks that remain.

Volunteers who are cleared to visit the campus have been sanding, priming, painting, cleaning, sweeping and helping with many other important tasks to get us closer to completion. There are still over 150 individual tasks large and small on the path to completing this project successfully. We look forward to updating you in the weeks ahead. (Fund 754)



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Photo by Todd Glickman