



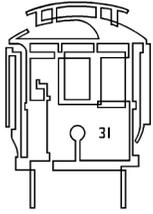
THE NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY
Seashore Trolley Museum & National Streetcar Museum at Lowell

VOL. 64, NO. 2
April-Dec
2021

DISPATCH



**SPECIAL
PANDEMIC MAKE-UP
TRIPLE ISSUE!**



NEERHS

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

membership@trolleyuseum.org Connie Garland
Membership Secretary

Membership Dues thru 4/30/22

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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Front cover photography by Lucas Smith,
Summer 2021 Marketing & Communications Intern



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 April 2022. The deadline for submissions is March 1st. Please send your articles and/or original photography to the publisher at director@trolleyuseum.org for consideration.



Executive Director's Report.....	3
Large Scale Developments in Small Scale Rail.....	8
Input Needed: Investment Strategy.....	11
Strategic Plan Update.....	12
Collection Spotlight: Manchester 38.....	17
Collection Spotlight: MBTA 01400s.....	20
Lexington & Boston 41 Restoration.....	22
Coney Island.....	28
Town House Shop Report.....	30

Fleet cars line up for an August wedding ceremony at Talbott Park.
Seashore Trolley Museum collection.

From the **EXECUTIVE DIRECTOR** Katie Orlando



Seashore Trolley Museum had another action-packed, successful season in 2021! Opening Day was on May 1, 2021 and 254 members and guests came to celebrate. With admission numbers already so strong on a cold day in May, we knew at that moment that we were in for a great season . . . and we were right! The grand total of guests and members that visited us during our regular 2021 operating season was 28,125. This is 3,337 guests above total admissions for 2019, our best season in recent history, and we were open 7 days a week and hosted tour groups for 4 additional months in 2019. Our passenger count also exceeded 30,000 for the first time in decades in 2021 (the grand total was 30,605; some guests ride more than one trolley during their visit). We're looking forward to seeing our admission numbers in 2022, as we go back to hosting tour groups our first month open this coming May.

While we are still navigating through these uncertain times, we ended our fiscal year 2021 strong again for the second pandemic year. Thanks to a PPP loan that turned into a \$90,200 grant to start us off in January 2021, we didn't have to make as significant cuts to our budget due to the pandemic. We also raised \$92,568.47 for our 2021 Annual Fund Campaign; congratulations! Our 2021 Annual Fund Campaign goal was \$90,500, and we exceeded our goal again this year. We continued to catch up on deferred maintenance in 2021 on our main line, our operating fleet, Visitors Center, volunteer bunkhouse, and Restoration Shop. Thank you to all who continue to support Seashore Trolley Museum during the global COVID-19 pandemic.

We made some changes to our professional staff team in 2021. We created a new position Special Events and Program Manager and welcomed Patti Chase to the role from June-October. Ian Gregoire joined our team as Assistant Store Manager for the last half of the season. Katie Adams, our Store Associate for three seasons, was promoted to Visitors Center Manager following Sherri Alcock's departure at the end of the season. Steve Berg joined our team as full-time Construction Manager in November 2021 to lead us through our new building projects. Connie Garland also chose to defer her retirement and step into a part-time role supporting membership, and Jill Arel was hired to fill her full-time Bookkeeper role in January 2022.

Before Thanksgiving, an anonymous donor pledged to match up to \$25,000 of donations received by the end of the year that are designated to support completing the restoration of Bay State Street Railway No. 4175. This car was featured for our online Giving Tuesday campaign on November 30 (an international day of giving to nonprofits), and raised \$21,989.23 as a result of that campaign. Thank you to all who contributed.

In 2021 we increased our membership to 962. This is an increase from 803 members, or 20% in 2020; what an incredible gain. We also gained more new life memberships than we lost, which is another first in several years—we had 7 new life memberships in 2021, bringing us up to 91 life members. We are ending the year with another surplus for the second year in a row, at \$90,688.99 to date.



From top to bottom: Arthur Jones visited Seashore in September 2021. He was presented with a plaque to honor his generous support of our mission to date, and he has pledged a seven-figure bequest to Seashore. Tower C's restoration continued in 2021, and a new exhibit that shares the history of the tower and the Boston Elevated on the first floor opened in July. A ribbon cutting was held on July 31, 2021.

In 2021 we made \$169,962.67 in Museum Admissions and grossed \$112,733.05 through our Special Events (both numbers are record-setting). We brought in \$140,796.65 in Museum Store revenue (another record-setting number).

During the summer the Museum hosted several successful events, Free Story Times, Superhero & Royalty Day, Boston Day, Ice Cream Nights and several other themed days and activities. We participated in the the Smithsonian's Free Museum Day at both Seashore and Lowell and we became a Blue Star Museum, offering free admission for all active military personnel and their families between Memorial Day and Labor Day. We hosted several private and third party events, including our largest wedding of the season in Highwood Carhouse, several birthday parties, rehearsal dinners, photos sessions on our trolleys, a Jeep Jam for the local nonprofit Ben's Fight (supports families who have a loved one going through cancer treatment), and the National Canine Association of Scent Work Summit trials and workshops.

Pumpkin Patch Trolley was a huge success! We are proud to announce that the event netted nearly \$38,000. Our 10 socially distanced event days were attended by 3,719 guests. Both numbers crush this previous event's records.

Christmas Prelude was also a big success—even without the Golden Chariot included this year and a weekend of bad weather, we welcomed a record-setting 2,873 guests over our 6 days of events. The event netted \$26K; \$10K higher than our 2019 record-setting year! Thank you to the 40+ volunteers and staff that helped us host such a great event.

Seashore Trolley Museum now has a live feed camera! Check it out at <https://trolleymuseum.org/livefeed>

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 Safety Coordinator, Volunteer Coordinator, Dispatch Editor, Parts Warehouse Manager, and members to serve on our Library, Education, and Safety committees. We are also looking for volunteers to staff our Lowell satellite museum on weekends year round. For more information or to volunteer to fill one of these roles, please check out our website or email director@trolleymuseum.org.

In 2021, the Curatorial Committee identified several non-accessioned items on campus that we are ready to re-home to other nonprofits, businesses and hobbyists. At this time, non-accessioned road vehicles, buses and PCCs are available for re-homing; check out the full list and the information to submit a proposal for consideration, here: <https://trolleymuseum.org/support/collectionrehomeing/>

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 March 9, March 23, and April 6. 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.



Left: Wheeling No. 639 is ready to board. Top: Rick and Joan Drohan were married aboard the City of Manchester on September 18, 2021. Their reception was held in Highwood Carhouse. Bottom: Restoration Shop staff member Bill Catanesye helps install the new Tower C exhibit.

Members Day & Open House



Members and guests came out for Members Day on August 14, 2021. One of the highlights of the day was a dedication ceremony for Lexington & Boston car 41, to celebrate the work completed so far and the project's completion date soon to come. Other activities included pump car and hi-rail bucket truck rides, a presentation on the SOACs, and workshops sharing the new projects happening around campus.



Daniel Tiger Visits Seashore



Over 2,800 guests visited for Daniel Tiger Visits Seashore, held September 11-12, 2021. Families hopped aboard Connecticut open cars 303 and 838 for a ride to Highwood Carhouse to meet Daniel. Guests also enjoyed crafts and the traditional museum experience.

Superhero & Royalty Day



Spiderman and Elsa visited Seashore on August 7, 2021 for Superhero & Royalty Day! Guests of all ages were encouraged to dress as their favorite character. Families participated in a superhero training course and scavenger hunt.

Ice Cream Nights



PC



PC



PC

Held every Wednesday in July and August 2021, Ice Cream Night didn't just benefit Seashore, it benefited 8 other local nonprofits. Each nonprofit received 50% of the proceeds from their evening's event. Participating nonprofits in 2021 included: United Way of York County, Kennebunkport Conservation Trust, Habitat for Humanity York County, Rotary Club of Kennebunk, The Center, Kennebunk Free Library, Arundel Conservation Trust and Kennebunkport Parks & Recreation. Special thanks to the Biddeford Walmart for donating 25 gallons of ice cream for the event!



PC



Pumpkin Patch Trolley



KB



KB



Our 23rd Annual Pumpkin Patch Trolley was a BIG success! This 10-day event broke all event records, netting nearly \$38,000 and 3,700+ guests attended. Craft in a bag, Costume contests held daily over social media, photo back drops, pumpkin painting, and cookie walk are just a few of the activities guests enjoyed. Seven event days sold out, so in 2022 a fourth weekend will be added to the event. Thank you to our 2021 PPT event sponsors: Kennebunk Savings, Biddeford Savings & Hannaford!



KB



KB



KB



KB



KB



KB



Happy Trolleyween!



Nearly 400 guests came out for Happy Trolleyween, a Seashore tradition to mark the end of our regular operating season. Guests were treated to costume contests, goodie bags, a photo scavenger hunt, a "ghost" hunt, and trick or treating across campus. We gave out over 2,000 pieces of candy this year!



Canine Scent Trials



The National Association of Canine Scent Work hosted Summit Trials and two workshop days at the museum this November. Over 50 dogs participated in this 4-day event.

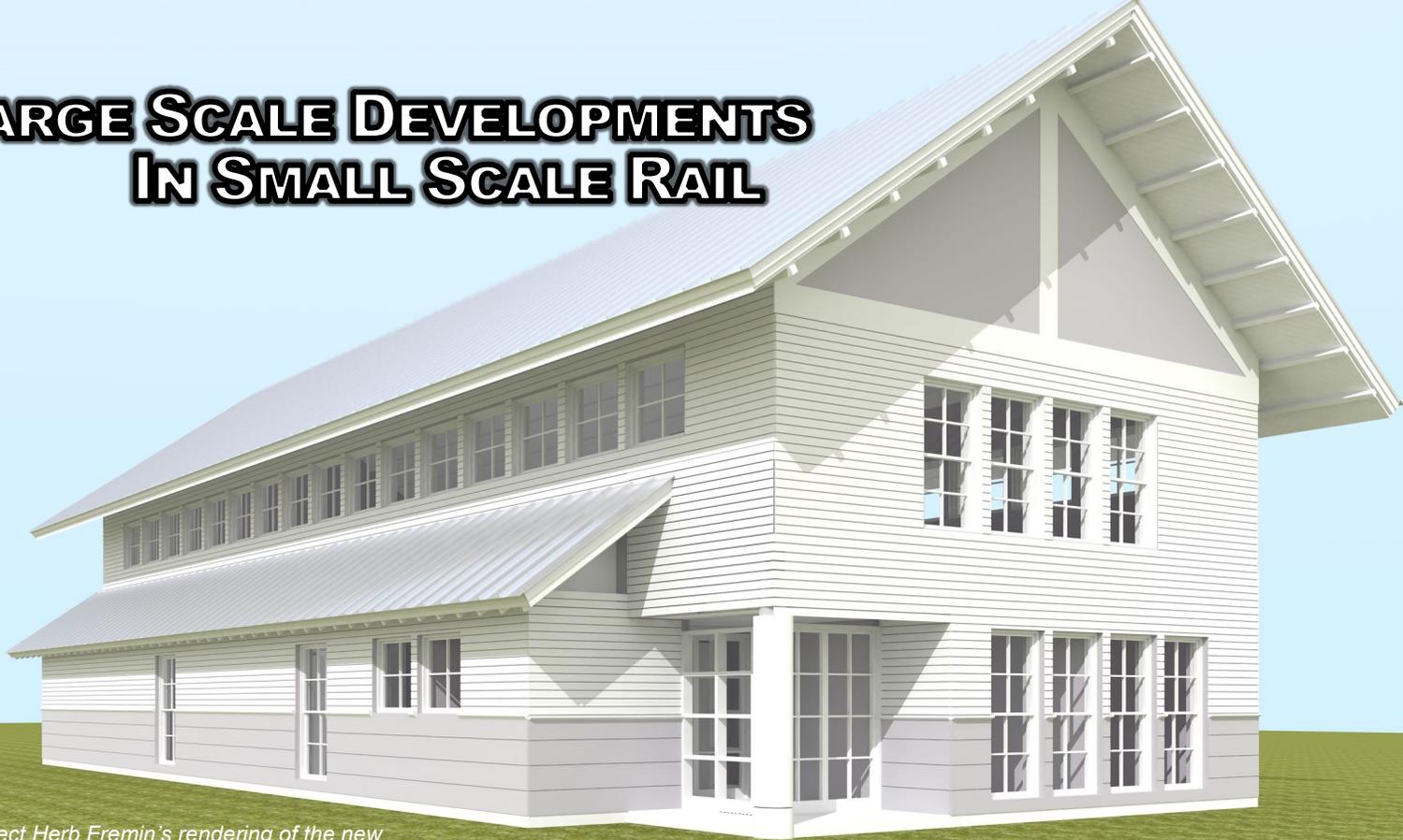
Christmas Prelude



After taking 2020 off due to the pandemic, Christmas Prelude was back in 2022! Guests were treated to rides on heated, decked out trolleys, s'mores, and Santa and Mrs. Claus! Four nonprofits provided activities for guests to enjoy and fundraised for their own missions as well. Thank you to the Kennebunkport and Arundel Conservation Trusts, Habitat for Humanity York County and Kennebunkport Parks & Recreation for participating!

7 NEERHS Dispatch

LARGE SCALE DEVELOPMENTS IN SMALL SCALE RAIL



Architect Herb Fremin's rendering of the new model railroad building at Seashore Trolley Museum, which will be approximately 70 by 40 feet. Herb Fremin photo

By Jim Schantz & Katie Orlando

The Maine Central Model Railroad will be relocating to a new home at Seashore Trolley Museum, located in Kennebunkport, Maine in 2022, with thanks to a very generous donation from the Wyss Medical Foundation.

The beautifully crafted model railroad layout was built by Helen and Harold "Buz" Beal in Jonesport, Maine. For decades, the couple opened their home to guests from all over the world to view one of Maine's largest layouts in HO-scale. From Quoddy Lighthouse to the mountains of Maine, to the paper mills and Dragon Cement, street blocks representing the communities the Maine Central Model Railroad operated through and several roundhouses, tunnels, rivers and the ocean, the layout has it all. Best-selling author Stephen King even provided the designs of his Victorian home in Bangor to the Beal's, and they replicated it expertly.

The background of how Seashore met the Beal family and was connected to the Wyss Medical Foundation is a bit of a convoluted story, but came through our continuing good relations with the Florida gentleman for whom we, working with a boat builder, constructed a battery powered replica of the City of Manchester several years ago. Shortly before Christmas 2020 that car's owner



The successful construction of this replica of the City of Manchester for use on a private estate in Florida led to the model railroad contact. Jim Schantz photo

called Jim to say he had a possible opportunity for Seashore. A good friend of his, Hansjoerg Wyss—who is a rail enthusiast and a philanthropist—had a long-standing friendship with a couple—Helen and Harold Beal in the northern Maine town of Jonesport. The Beals over the years had built an incredibly detailed HO model railroad layout called the Maine Central Model Railroad depicting many well-known sites in Maine.

Unfortunately, Buz passed away in 2013. Helen continued to operate the layout for visitors while looking for another model club or nonprofit to assume ownership. Because of the layout's impressive size, no one could accept the donation without taking the model apart and making the layout much smaller.

Helen was not finding any leads and she was unable to continue operating the layout, so she asked Hansjoerg to help find it a new home. Hearing this, our Florida friend called Jim in December 2020 to ask if Seashore might consider providing a home for the layout. Jim met with him and Hansjoerg in Cambridge last December and agreed to investigate the possibility.

As part of this investigation, Katie made a trip to Jonesport on New Years' Day to meet Helen Beal and view the layout in-person to assess if this was a museum-quality asset that would be a mutual fit for Seashore's mission. The layout was built inside its current building, so there were concerns as to whether we could get the layout out intact, as well as how we would adapt the layout to meet Kennebunkport building codes and ADA compliance, in particular widening all the aisles to modern standards.

Like the other groups approached, Seashore did not have the space to display such a large model. The museum researched the layout for months to determine how the layout could be kept as intact as possible and relocated to Kennebunkport, and what type of facility would be needed to house such an artifact.

A custom-building design was developed by Museum friend and architect Herb Fremin. Fremin also helped the museum determine the most optimal way to adapt the model to meet Kennebunkport building codes and ADA compliance, in particular widening all the aisles to modern standards. Builders and engineers were approached for quotes to help the museum identify how much funding would be needed. The museum also put together a 10-year operating budget for the new building, including the new full-time staff and volunteers needed for the same period.

Wyss invited the Museum to present a preliminary plan and he gave the go-ahead. All costs will be covered by his foundation! The total value of the construction, relocation, and 10-year costs will likely be in excess of \$2.6 million—the largest gift in Seashore Trolley Museum's 82-year history.

The building project is currently in the pre-construction phase with Sheridan Construction of Fairfield, Maine. Sebago Technics (South Portland) is providing the site and civil engineering for the building. RW Gillespie (Biddeford) is providing geotechnical services. Seashore Trolley Museum also developed a new staff position—Construction Manager—and following a thorough search brought Steve Berg on in November to help navigate the complete construction process.

The new model building design calls for a large, open space for the layout, office space for volunteers and staff, a combined workshop/conference room; a retail location so the museum can bring in additional revenue through model sales; and a mezzanine viewing gallery that has potential for community programming and other activities with elevator access. The location of the building will be across from the museum's current Visitors Center.

The museum hopes to break ground late spring/early summer 2022. After the building is complete, a professional model railroad layout moving company will help set up the layout in its new home, and add the new sections needed. Museum volunteers and a future Model Railroad Club for all ages housed at the museum will help refresh the layout and build the landscape and new buildings on the new sections, most likely adding in trolley lines to even better connect the layout to the museum's overall mission.

The most exciting benefit to the museum of all is that after serving the community and the world for 82 years, once the building is completed and the layout is live, the museum will be open year-round for all to enjoy for the first time in history!

Seashore Trolley Museum would like to thank Helen Beal and the Beal Family, the Wyss Medical Foundation, and the stakeholders who have helped behind the scenes to make this donation possible.



From top to bottom: Architect Herb Fremin's rendering of the front of the building which will face the Visitors Center. The main entrance is at the lower left; An interior view from the entrance. A model-railroad themed branch of the Museum Store will be at left. The railroad will be on the platforms; The view from the back end of the building. The platforms will carry the railroad. Note the mezzanine railing at the far end; A view from the mezzanine to the attractions below. Herb Fremin photos



Helen Beal (pictured top left) stands proudly behind the model her husband made her of their Jonesport residence (green house, white trim). The other images show just some of the vast scenes of the Maine Central Model Railroad. Of note are Stephen King's Victorian mansion in Bangor (top right), and Quoddy Lighthouse (center). Seashore plans to add at least three new sections to the layout to accommodate wider aisles. Trolleys will be added to feed passengers to and from trains and other appropriate places.

The Maine Central Model Railroad



BC

Input Needed:

INVESTMENT STRATEGY

From the Finance Committee

In addition to the \$2.6 million invested in our endowment funds, Seashore Trolley Museum currently holds approximately \$1,220,000 in restricted fund balances in local financial institutions. These funds represent everything from capital campaign contributions, car and bus restoration accounts, funds for track and structures improvements and also for our Library. The amount of change, either from the inflow or outflow of cash is relatively small. As you are no doubt aware, the amount of interest being paid by financial institutions is only slightly above zero, so there is little income being generated by the funds themselves. Upon urging of our auditors, we are placing all accrued interest from our donor restricted funds in a single fund to propel one restoration project selected towards timely completion each year.

To improve our position, and generate some income from the funds, the Finance Committee is considering the options for the investment of a large portion of our restricted cash balances in broad based, low fee, equity and bond funds that have the potential to return a more reasonable rate of return. In so doing, we will secure a stream of income while retaining our ability to access cash as needed on short notice. We feel it is in the best interests of Seashore to do so, and it is the obligation of the Finance Committee and the Board of Trustees to manage our assets in a prudent manor to bring this about. But higher reward means higher risk so the fund values will fluctuate up and down over time.

As donors and future donors, we would like your opinion about this matter. If you believe we should invest our funds in a more meaningful but risky method, or, if you feel we should continue investing our funds as we traditionally have, please share your thoughts with our President & CEO Jim Schantz at president@trolley museum.org.



Our New Direction: A STRATEGIC PLAN UPDATE

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

The Museum had another great season in 2021! Thank you for supporting Seashore as we continue to work towards our strategic vision during the global pandemic. Visit www.trolleymuseum.org/newdirection to review our full 5-year New Direction Strategic Plan, as well as 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.

The Board of Trustees worked on several projects in 2021. One of those projects was reviewing our membership dues and benefits structure. Aside from our Business Membership package, we have not increased our membership dues for several decades.

Objectives included to make our top tier membership levels more attractive/desired, add incentives for youth members to join, and to remedy the confusion around paying extra for our *Dispatch* newsletter in hard copy and for guests that regularly accompany members to the museum but are not members themselves.

We allocated six months for this review, and in July 2021 we voted on a new structure that meets the needs of the Society. Members who renew their dues by April 30, 2022 (our Annual Meeting) can renew at our current levels. The new dues and benefits structure will begin on May 1, 2022. The new membership dues structure will be:

Membership Category	Annual Fee
Junior (under 18)	\$25
Individual Member	\$40
Plus 1 Guest and Family	\$60
Sustaining	\$75
Contributing	\$120
Museum Patron	\$600
Museum Benefactor	\$1,200
Life Member	\$1,000
Museum Friend	\$20 per month or more automatically charged to your credit card or financial institution.
Business Member	\$60-\$900
Receive a Paper Dispatch (Members with International Addresses)	\$20

Member Benefits (All Levels):

- Free admission to both museums on regular admission days
- Discounted or free admission to select Seashore special fundraising events like Pumpkin Patch Trolley and Trolleyween.
- Two individual day passes upon initial joining and annual renewal, to give to friends and family to use with or without your presence at either museum.
- 10% Discount on Seashore Museum Store in-person and online purchases
- Email and/or Mailed Subscription to *The Dispatch*, our periodic newsletter (members with domestic addresses no longer need to pay an extra \$10/year to receive a mailed *Dispatch* newsletter. International members are still asked to contribute \$20/annually to cover the extra postage costs if they would like to receive a hard copy).
- Opportunity to apply for volunteer positions at both Seashore Trolley Museum and the National Streetcar Museum at Lowell
- Invitation to our Annual Meeting
- Discounts on Museum rentals for birthday parties and special events
- Access to Members-only activities

New Member Benefits:

- Engraved brick on Visitors Center platform (for life members)
- Annual reception with the Board of Trustees (for Museum patrons, benefactors, and life members)
- Free summer conductor camp events (for youth members)

If you have any suggestions for additional benefits we can offer our members, please let us know by sharing your comments with Rob Drye at chairman@trolleymuseum.org or Jim Schantz at president@trolleymuseum.org. Thank you for your ongoing support. We look forward to updating you on our continued progress in future issues of *The Dispatch*!



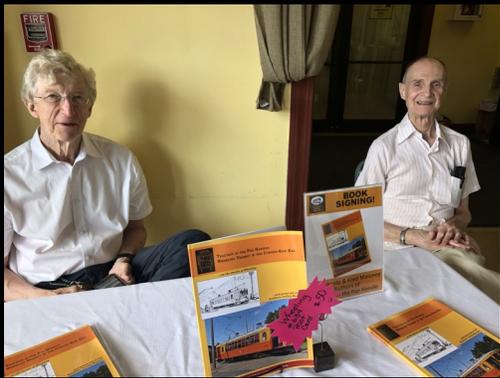
THANK YOU

VOLUNTEERS



“Volunteers don’t just have the time; they have the heart.”

FOR A GREAT SEASON



2021
16 NEERHS Dispatch





Collection Spotlight: MANCHESTER & NASHUA INTERURBAN No. 38 (NEE 32)

By: Edward Ramsdell

In the collection of the Seashore Trolley Museum is a beautiful wooden interurban car with an interior of varnished cherry wood, brass, and green velour upholstered seats manufactured in 1906 by the Laconia Car Company Works for the Manchester & Nashua Street Railway.

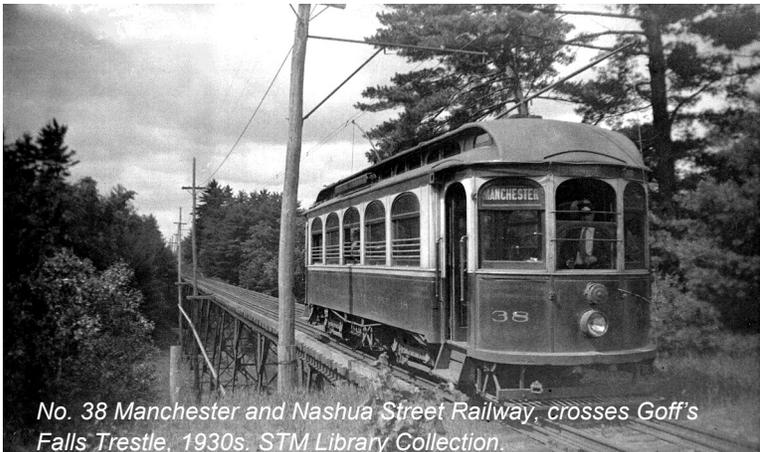
In 1906 the Laconia Car Company Works received order #503 for six wooden interurban cars (Nos. 1-6) for the Manchester & Nashua. These cars were 29 ft. 8 in. over the bodies with five large picture windows on each side and steam coach roofs. In February 1907 Laconia received a similar order (#533) for six wooden interurbans for the Manchester & Derry Street Rwy. These, (Nos. 7-12) were to be 33 ft. 10 in. over the bodies with six picture windows per side and steam coach roofs. All were lettered RAPID TRANSIT LINE with liveries of dark green and gold leaf trim.

The uniformity in numbering of the two orders came about due to the fact that the Manchester & Nashua, the Manchester & Derry, along with the Manchester Street Railway were commonly controlled by the Manchester Traction, Light & Power Company (MTLPC) and later the Public Service Company of New Hampshire.

The six cars for the Manchester & Nashua were described in the *Electric Railway Review* of March 16, 1907:

"Six new cars have been purchased for service between Manchester and Nashua . Each is 41 feet long overall, 8 ft. 4 7/8 in. wide and mounted on double trucks of the Laconia 8B2 type. The motor equipment is four GE80, with K-28 control. The brakes are the General Electric straight air system and each car has two trolleys and a seating capacity of

40 passengers. The interior finish is red oak. The trucks are equipped with 33-in. wheels, having 2 1/2 in. treads. 7/8 in. flanges, steel tires and a 4 ft. 4 in. wheelbase. Imperial arc headlights, with incandescent lamps for city street use; Pfingst fenders, International fare registers, Consolidated electric heaters and twenty 16 candlepower interior lamps make up the car fittings. The seats are reversible with the exception of four – one at each corner. The aisles are 18 in. wide and each of the cross seats on each side of the aisle is 32-in. long by 15 in. wide. The longitudinal end seats also carry two persons each. The upholstery is green plush. On each side of the car are five plate glass windows, 21 in. high and 50 in. wide surmounted by semi-oval windows. Each window covers two seats and is balanced with weights to enable it to be pushed down between the side panels to convert the car into an open car for summer use."



No. 38 Manchester and Nashua Street Railway, crosses Goff's Falls Trestle, 1930s. STM Library Collection.

Car bodies began to arrive in the Manchester on Dec. 11, 1906 and were equipped with trucks, motors, controllers and air brakes at the Manchester Street Railway's shops. When delivered these cars were lettered RAPID TRANSIT LINE on their sides. Consequently Nos. 1-6 (renumbered 30 even through 40 about 1910) along with their Manchester & Derry counterparts Nos. 7-12 (renumbered 2 even through 12 at the same time) were commonly known as "Rapids".

The common ownership of the street railways resulted in the 12 Rapids being operated interchangeably on the Manchester-Nashua and Manchester-West Derry lines and on the Goffstown route of the Manchester Street Railway. Numbers 36, 38, and 40 were leased to the Manchester & Derry in 1921 while Nos. 30, 32, and 34 were leased to the Manchester Street Railway. Conversion to one-man operation took place in 1924. The Manchester & Derry was abandoned in 1926 and the Manchester & Nashua was abandoned in 1931 so Rapids 2-12 and 30 – 40 became the property of the Manchester Street Railway. Of course, in reality, because of the common ownership of the various railways by the MTLPC, the separate ownership was always a paper fiction serving investment requirements. The 30 – 40 (even) Rapids were eventually repainted to the Manchester red and white while the 2-12 (even) Rapids retained their green and gold scheme until retirement. No. 38 returned to its 1906 green in its 1946 repainting at Seashore.

With the abandonment of the Manchester & Nashua the cars numbered 32, 34, 36, and 38 were retained for service on the lines of the Manchester Street Railway. In about 1932, after being stripped of seats, the bodies of the other Rapids were conveyed to the Uncanoonuc Incline Railway & Development Company for conversion to summer cottages on its property in Goffstown. No. 10 was sold for use as a diner in Danvers, MA until destroyed by fire in 1956.

In 1935 No. 38 was involved in an accident resulting in the car being scrapped. The existent No. 32 was renumbered as No. 38 and along with No. 36 was still on the roster when the Manchester Street Railway ended trolley service in Manchester in 1940.

No. 38 was the second car ever acquired by the Seashore Trolley Museum and extensive interior, exterior and mechanical work was required over a number of years to restore No. 38 to its former glory. Heavy usage and limited maintenance while in Manchester had taken its toll as well a design quirk in its particular Laconia trucks that allowed loosening of components resulting in excessive wear.

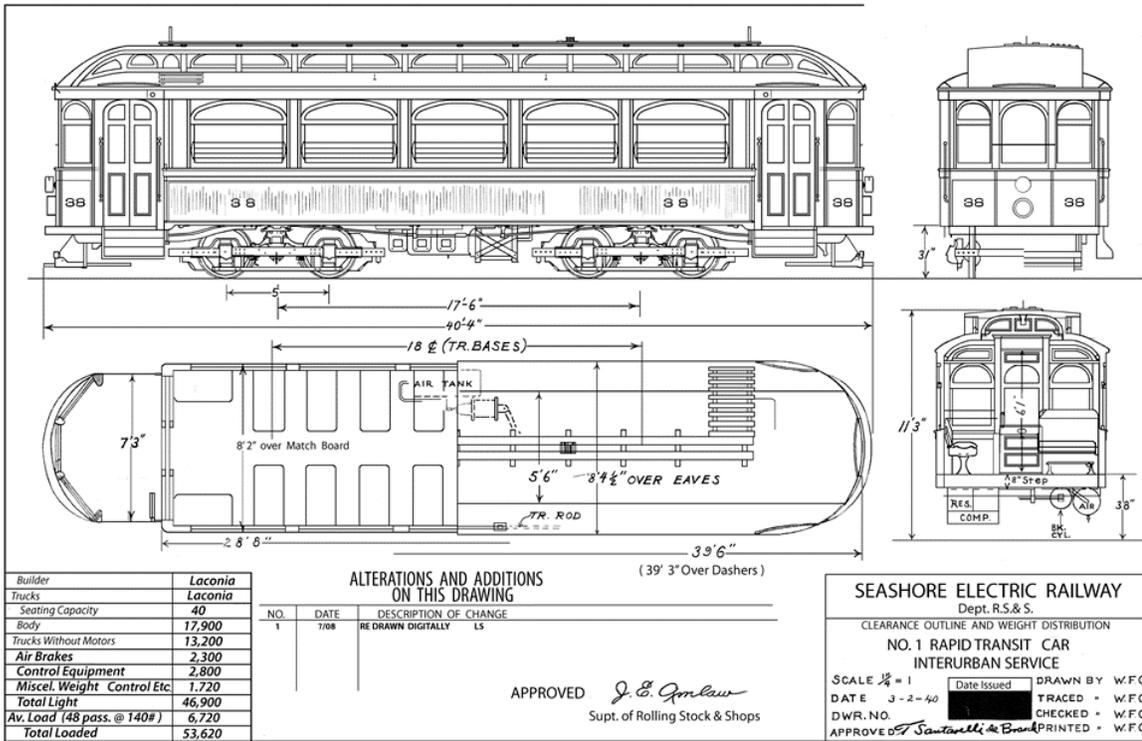
Its career at Seashore follows as related in the annual reports. The 1940 Seashore annual report noted that No. 38 was at Kennebunkport and monies had been collected to bring its second truck from Manchester. In 1944 the roof was painted and in 1946 *"All old paint removed from exterior wood, 4 coats of paint applied; center canvas roof covering painted – Dutch Boy White Lead, Asgum, Valentine Sherwood Green enamel"*. In 1962 work was started on a major restoration of exterior, interior, and motors. This restoration continued through 1966 and with seat upholstery in 1967 No. 38 was the first complete rebuild in Seashore's history. In 1968 No. 38 was transported to Laconia, NH for that city's diamond jubilee and was on display for three weeks. Over the next two decades it was available for display and limited service receiving inspections, lubes, and touchups as needed. In 1990 a major hurdle was tackled with the rebuilding of the Laconia trucks. The design of the trucks allowed for



No. 38 in Manchester, NH, date unknown STM Library Collection.

loosening of components and excessive wear so that by the time the car arrived at Seashore it was only available for limited service. It should also be noted that No. 38 was a reasonably large and heavy 4-motored interurban and this also constrained its use. 1991/92 saw the first operation on the rebuilt trucks including the requirement for some journal bearing adjustment. In 1993 the Rapid was off again over the highways to help Laconia, NH celebrate that city's centennial. The late 2000's saw a rebuilt air system and journal work but then age intervened. In 2012 it was determined that the original auxiliary circuits for the interior lighting had too little capacity as replacement light bulbs drew more current than the originals and the car was sidelined. Replacing the wiring was a major task that required taking down the trim and headlining to reach the wiring. The wiring was replaced in 2016 – 2017 and the doors scraped and varnished. During this time the shop also replaced one of the Pfingst fenders and rebuilt the second. No. 38 also holds the record as the only Seashore trolley to have travelled twice to its place of birth (Laconia) to help celebrate that city's Diamond Jubilee and Centennial.

The No. 38 Rapid Interurban is a stunning piece of functioning history built by Laconia craftsmen over 115 years ago and the ongoing effort of equally talented craftsmen is required to maintain it. **To support this project, contribute to Fund 748.**



Clearance and weight distribution analysis of No. 38 after its arrival at Seashore. Drawn by W.F. Goddard in 1940 and digitally redrawn in July of 2008.



Manchester No. 38's interior (right) and controller (above), October 2018. Kenyon F. Karl photos





Collection Spotlight:

MBTA RED LINE 01450/01455

Phil Tsihlis, Project Sponsor

PT

Seashore Trolley Museum has a rich history of collecting, preserving, restoring, displaying, and operating rail equipment from the greater Boston area. Massachusetts Bay Transportation (MBTA) Red Line rapid transit cars Nos. 01450 and 01455 arrived at Seashore Trolley Museum in 1997 and represent late 20th century travel on one of Boston's highest density rapid transit lines.

Thanks to the good work led by many volunteers, the cars were made operable in 2017 – and continue to be – operable on a limited basis on Seashore's demonstration railway. The 01400's played a starring role in a number of the Museum's Transit Days and brought back great memories for our visitors. However, after decades of service in Boston and exposure to the elements in Kennebunkport, ME, many mechanical and cosmetic components of the cars need significant maintenance. Thus, the cars were chosen as a part of Seashore's strategic restoration plan for the 2020s.

01400 Operating History

In 1961, Boston's Metropolitan Transit Authority (MTA) ordered 92 new cars from Pullman-Standard to re-equip the Cambridge-Dorchester rapid transit line. Pullman-Standard delivered the cars, Nos. 01400-01491, in 1963. (In Boston, rapid transit car numbers all started with zero to distinguish them from surface streetcars.) The first 01400s went into service on May 3, 1963. The 01400 series cars, designated Cambridge-Dorchester number 5s, replaced the original Cambridge-Dorchester cars dating to 1911 as well as the #4 Cambridge-Dorchester cars (Nos. 0695-0754) dating from 1928. (Seashore has five of the #4 cars, including three that are held for parts.)

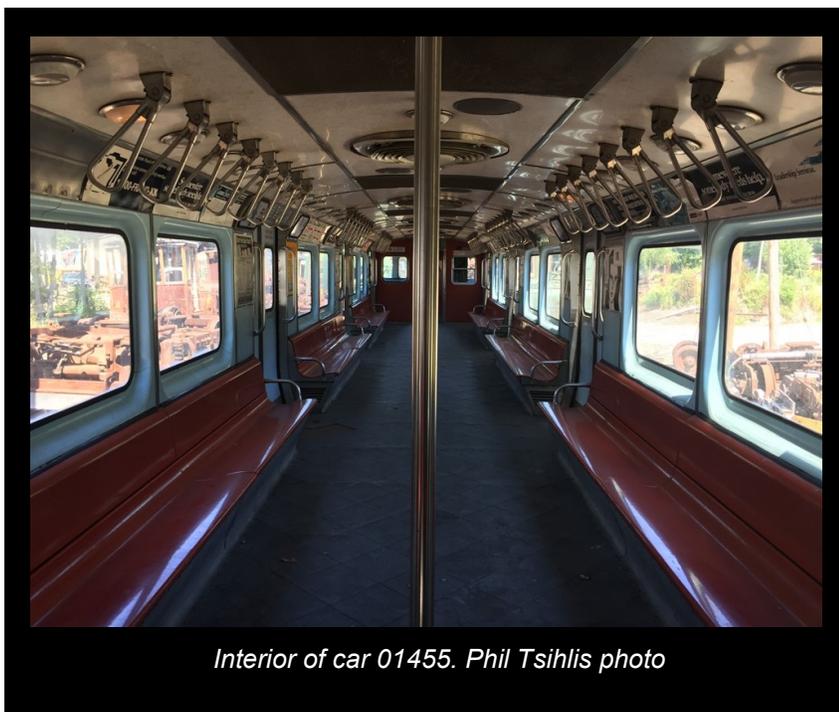
The design of the 01400 cars was similar to the 01100 series cars built in 1957 for the Main Line (Orange Line). The cars carried a blue, white and gold paint scheme based on the colors of the Massachusetts Commonwealth flag. In common with many other rapid transit cars, the number 5s were built and operated in pairs. The "A" car had the motor generator set and storage battery while the "B" car had the air compressor for the air brakes.



Sister car No. 01447 leads a Red Line train at Charles Street station, August 1966 in original Commonwealth paint scheme. Photo: Jerry Appleman, newdavesrailpix.com.

The MTA ordered the number 5s with some modern features but also endeavored to keep construction cost down. These were the last Boston rapid transit cars built without air conditioning. Interior surfaces were plastic which did not require paint. The cars were considered rough riding and noisy.

The MTA was absorbed into the Massachusetts Bay Transportation Authority in 1964 (MBTA). MBTA adopted a color-coding scheme to identify Boston's various transit lines. The Cambridge-Dorchester line became the Red Line because the line's northern terminal was at Harvard University whose official color is crimson. However, the #5s did not receive their red paint scheme until the early 1980s when the MBTA extended the Red Line to Alewife. In 1994, the MBTA retired the 01400 cars and replaced them with the 01800 series cars built by Bombardier. The MBTA kept four 01400s for work train service and sent two to Seashore. The rest were scrapped.



Interior of car 01455. Phil Tsihlis photo

Museum Ownership and Restoration Direction

In 1995, the MBTA agreed to sell Nos. 01450 and 01455 to Seashore for \$1 each. The cars were delivered in 1997. At the time, the museum intended to restore one car to its original "Commonwealth Colors" blue, white and gold colors and restore the other to its later red colors. However, the current plan is to restore both cars to the original Commonwealth Colors livery.

01400 restoration project sponsor Phil Tsihlis and family have been raising funds for the restoration in memory of Phil's late twin brother Andrew – ex MBTA Advisory Board and Massachusetts Port Authority employee. The restoration team will be developing a detailed plan for full restoration and mechanical upgrade, so that the cars can live on for decades to come.

As a result, we have established a \$80,000 near-term fundraising goal. However, we expect the funds required to maintain and operate, and ultimately house the MBTA 01400's (as part of the Coney Island Shops project) to increase well beyond our initial goal. **Those that wish to contribute directly to the 01400 project, please designate your donation to Fund 543.** You can donate and learn more about the project and Andrew Tsihlis at www.trolley museum.org/01400s/

Your donation will support:

- **Painting:** Do a full repaint of both cars (may need to be outsourced). Seashore would like to restore the colors to the original livery of blue white and gold, colors of the Commonwealth of Massachusetts which had purchased the cars, the state's first public investment in transit equipment.
- **Windows:** Replace all windows in both cars. Involves significant welding work to prep for this part of the project.
- **Roof:** Clean the control resistance grids. Find and eliminate leaks into the cars.
- **Floors:** Repair or replace the plywood subfloors. Concentrate on areas around and under the car-end and cab doors that are not functioning correctly due to floor issues.
- **Doors:** Clean, lubricate, and adjust passenger, car-end, and cab doors
- **Mechanical/propulsion/pneumatic:** Explore and troubleshoot known issues. Establish a yearly inspection and maintenance program

And stay tuned, we will be announcing special project days seeking volunteers to assist with many 01400 – related work items on a regular basis.



Author and Project Sponsor Phil Tsihlis with 01455 in July 2018



Collection Spotlight: LEXINGTON & BOSTON STREET RAILWAY CAR 41

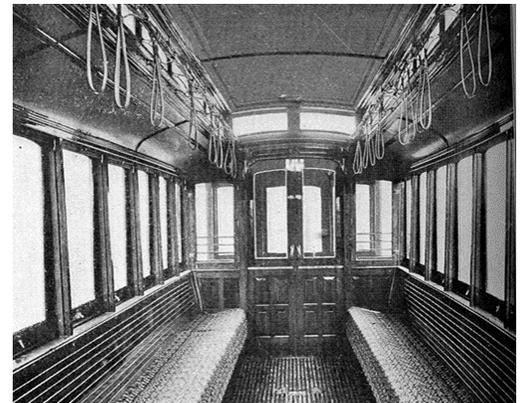
By: Richmond Bates, Jim Mackell, Katie Orlando & Dave Rogers

Over the past two seasons, work has significantly increased on the Lexington & Boston Street Railway restoration of car 41, with thanks to an anonymous donation of \$68,706.00 received in January 2021 to jump start the efforts of finishing the project during the pandemic. Restoration Shop staff and volunteers have worked steadily on the restoration and the project is nearing completion, battling delays at our foundries and supply chain shortages along the way. On Members Day in August 2021, the museum held a dedication ceremony for the car and honored donors and contributors to the project to date. The new goal to complete the restoration and add No. 41 to our regular operating fleet is by the end of the 2022 season.

Operating History: The Lexington & Boston Street Railway opened a local streetcar route between Lexington and Waltham, MA in 1901, with four small cars bearing the numbers 37 through 43, odd numbers only. John Stephenson Car Co. built these cars prior to Brill's absorption of the Stephenson Company. The Lexington & Boston cars had a single truck and a railroad roof – an unusual combination. The L&B painted its cars dark blue with gold trim. A photo shows L&B No. 41 signed for the Lexington and Woburn route. Sometime between 1905 and 1912, the L&B installed steel panels on No. 41's upper side panels.

The Middlesex & Boston Street Railway was formed in 1899 to acquire the small street railways in the Boston suburbs. In 1912, the M&B acquired the Lexington & Boston. The M&B became the third largest street railway in Massachusetts. It operated lines from Lexington to Lowell and to connections with the Boston Elevated streetcar lines near the Boston city boundary. The M&B also served Norumbega Park in West Newton. The M&B assigned No. 41 to its Natick Division with routes to Wellesley and Needham, MA. The M&B painted No. 41 in its maroon and cream colors. By 1921, the M&B placed No. 41 in storage.

Museum Ownership: In 1927, the M&B sold No. 41 to Ray McGowan, who converted it into a diner in Natick, MA known as "Ray's Lunch." McGowan purchased No. 41 without its truck and electrical gear. In 1937, McGowan enclosed No. 41 in a larger building. Customers at Ray's Lunch included Boston Braves baseball players. McGowan banned mobster James "Whitey" Bolger after Bolger insulted McGowan's wife at the diner. After World War II, the car became a gift store. When further development of the property threatened No. 41, C. David Perry purchased the car and then donated it to Seashore in 1962.



Interior of Lexington trolleys.
Jim Mackell collection



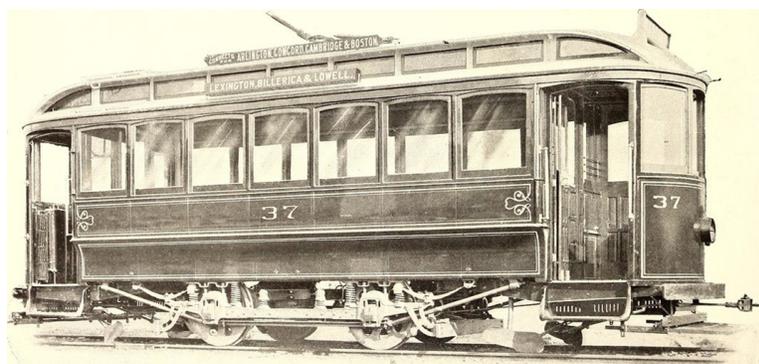
From top to bottom: No. 41 as Ray's Lunch, Natick, MA, 1928. Photo provided by Dr. David L McGowan; No. 41, Ray's Lunch with new building, 1936. Photo by Ray McGowan; No. 41 after it arrived at Seashore Trolley Museum in June 1962, Doug Carrier collection.; No 41. was stored outdoors until a new carhouse, Fairview, was constructed and No. 41 was moved inside in 1978, Doug Carrier collection.

Seashore Trolley Museum stored No. 41 outdoors until moving it into the Fairview barn in 1978. Douglas Carrier, a museum member, began a program to raise money for No. 41's restoration in the late 1990's. Members Karen and Ed Dooks resumed the fundraising efforts for No. 41 in 2018, and as a result, the remaining funding was raised to finish the restoration. With major gifts from the Muckenhoupt family and an anonymous donor during the COVID-19 pandemic, the Restoration Shop team was able to fully focus on restoring No. 41 for several months in 2021, making significant progress. The McGowan family has supported the museum's restoration of No. 41 as well, and Seashore will honor the McGowan family with a plaque on the restored car. Nearly \$270,000 has been raised to date to support the restoration and future maintenance of Lexington & Boston No. 41.

When No. 41 entered the shop on November 7, 2010, the first order of business was to straighten the car body. Because doors had been cut through both sides of the body, the structural integrity was compromised and the ends were a foot lower than the center. The car body was placed on blocking and 55-gallon drums filled with water were placed in the center for 6 months to return the body to a somewhat level configuration.

While the body was on blocking, the asphalt roofing that was nailed over the original canvas roof was stripped off. Some rotten roofing was found and that was also removed. The steel panels that had been applied to the sides of the body were removed.

No. 41 came to Seashore without trucks. A builder's photo of twin No. 37 (pictured below) shows that Stephenson built the cars with a Bemis 203 truck. Seashore located one of these trucks from a Norway & Paris Street Railway car. The truck had been left in a swamp after that line was abandoned. It is being extensively rebuilt and equipped with some motors from Japan so that it may be placed under No. 41. Lexington & Boston No. 41 is the only surviving trolley from the Lexington & Boston/Middlesex & Boston Street Railway systems and is believed to be the oldest extant car built by the John Stephenson firm.



Builder's photo from the *Electric Railway Journal* of No 37, twin car to No. 41.



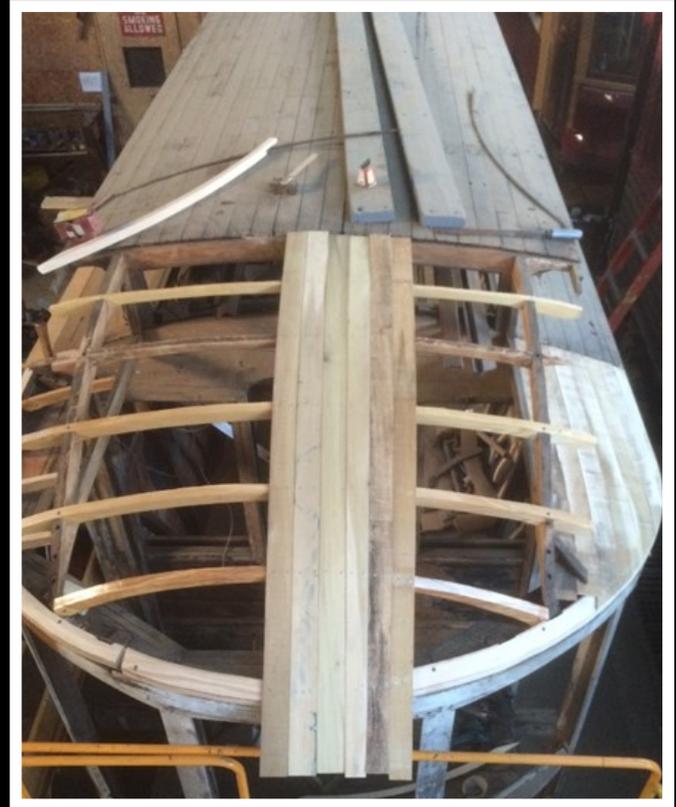
The condition of No. 41 in 2010 when restoration work began. Note the drooping ends caused by the lack of structural integrity. Photo by Jim Mackell



The side covering going into place. Jim Mackell collection



Left and right: The side framing of the body where a doorway had been cut through, being repaired; The replacement roofing begins to be laid on one end. Because of the compound curve of the roof, each of these roof slats is planed by hand to fit. Jim Mackell collection



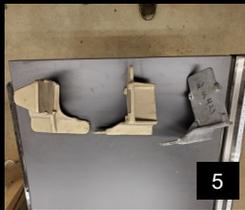
Left and right: Work on No. 41's truck and motors by our Restoration Shop Team, March 2021. Seashore Trolley Museum collection.



Before and After



No. 41's restoration accelerated during the COVID-19 pandemic. Above, progress had already been made before the photo was taken in February 2021. To the right, the interior was practically complete for the dedication held on Members Day, August 14, 2021. Seashore Trolley Museum collection



1. Side portion of truck frame prior to "test" assembly; 2. Two restored "Faraday" bells meant for passengers to signal crew; 3. Fabricated "acorn" to replace missing portion of the suspension; 4. Damaged brake shoe mount that will need to be refabricated; 5. Two freshly cast elements of truck frame (left) to replace missing/damaged pieces (right); 6. Fabricated "ad card" panels just out of the forming jig and awaiting varnish; 7. One of two re-axled wheelsets on its return from PA. Photos by Dave Rogers

In January 2021, Lexington & Boston No. 41 was in a disassembled state in our Restoration Shop. The pieces that make up the single truck were neatly stacked in a corner of one of the restoration bays. The motors were stashed in a boxcar behind the Shop. Much of the woodwork was either stacked on shelving in the paint shop, or stored at one of our volunteer woodworkers' homes due to lack of storage available at the museum.

The greater challenge was dealing with the many items that no longer exist. Items of wood, steel and other materials that were separated from the car prior to its arrival or have disintegrated over the years to the point where they are no longer useable needed to be addressed.

No. 41's truck was reassembled in the relative warmth of the metal shop so we could have an accurate idea as to whether or not we had all the parts (we didn't), and whether various mechanisms would interact with each other as designed (they didn't). As we reassembled this jigsaw puzzle of parts, we were much better able to see what was wrong and what was missing.

The original axles were bent, so they were sent off to have new ones fabricated. In anticipation of their return, the truck was dismantled and reassembled directly adjacent to the car body. This will better facilitate rolling it back under the car. The freshly axled wheels have since returned and been installed in the truck.

While everything above was happening, the Restoration Team was also busy attending to the car body. The bulk of the wiring has been completed. A portion of this wiring will connect to the two G.E. K10 controllers that were being rebuilt and restored in the same timeframe. Wiring for lighting and signal bells has been installed. The Faraday signal bells were made functional and restored as well. Wiring for the heating has also been installed.

Much attention has been given to the interior of the car with emphasis on the passenger compartment. A large expanse of wainscoting that acts as the inside wall of the vehicle below the windows was installed. This same structure also forms the seatbacks as it tapers outward from floor to windowsills. New framing for the seats was constructed from ash and installed in front of the lower portion of the wainscoting. This will support the Mohair seat cushions that will be constructed from material that was just received.

Before the windows could be installed, some brass hardware had to be fabricated and a bit of interference issues had to be addressed between the window and the pocket they were supposed to drop down into. Bulkheads have been restored and the sliding door at one end is in place with the second soon to follow. Curved, Baltic birch ceiling panels have been installed and are waiting for light fixtures to complete that attractive package. New, similarly curved Baltic birch wood panels to back up the ad card area each spend 24 hours in a custom jig to establish that curve that compliments the ceiling panels.

The motor access trap doors have been restored and painted in the warmth of the paint shop. The wear cleats for the rest of the floor have been fabricated and installed to align with the same cleats in the traps. As soon as the weather is warm enough this



Top left: Partially reassembled truck with its re-axled wheelsets. Top right: New axle prepped for "bull gear" installation. Bottom: New truck mount assembly casting fresh from foundry next to extensively damaged original. Dave Rogers photos

Support this project by contributing to Fund 528

spring to paint in the bay, the floors will get their final finish. The wainscoting and many other areas have already received their finishing coats of varnish.

Following up on the reference to missing parts, this is one of the greatest challenges of this project to date. Pieces of the truck assembly were either missing or so badly damaged that they had to be recreated. The assemblies that facilitate connecting the truck to the car body were among the pieces that have to be made from scratch. The brake shoes as well as the brake heads that connect them to the rest of the brake rigging have the same status; missing or damaged beyond being useable.

The process for recreating many of these types of parts is both time consuming and costly. It requires creating an accurate pattern of the original piece. Sometimes this is done with Computer Aided Design (CAD) to duplicate the part. Other times worn or otherwise damaged parts are built up with epoxies to restore their original shape. Regardless of the means of developing a proxy for the original piece, they then have to be sent to a foundry to be cast in various metals depending on the nature of their function.

An additional \$33,020.86 was raised in July 2021 to fill the budget gap created by this extra foundry work discovered following the processes described above. Thank you to all who contributed to our special fundraising campaign!

Work has continued on No. 41 during the off season. We are excited to finish restoration this season if possible.



Seashore has restored No. 41 to its 1912 appearance prior to its painting in the Middlesex & Boston Street Railway colors. Seashore Trolley Museum collection.



CONEY ISLAND RAPID TRANSIT DISPLAY AREA

Rich Pascucci, Project Sponsor

EG

Seashore Trolley Museum is home to one of the premier Rapid Transit collections in the world. For years, the guiding principle at Seashore was that Rapid Transit Cars don't need to be covered; they live outside. However, this is only somewhat true. Even though cars in major cities do live outside, they are still touched up from time to time. For example, cars on Boston's MBTA are regularly "touched up" to prevent rust from creating more serious problems. When the Blue Line, and now the Orange and Red Lines receive new cars, this type of servicing stops. Riders comment on how old and rusted the soon-to-be retired cars look.

Most of Seashore's fleet of Rapid Transit cars arrive in rusted conditions and they are left in the harsh elements with little or no upkeep or protection. Currently, we have sets of cars waiting to be painted and preserved following successful fundraising campaigns. Once these cars are painted, without protection these cars will be rusting just a few years later. We need to protect our investments of time and money before we get to this stage.

Additionally, Seashore's Rapid Transit trains are spread out all over our campus, tying up yards, blocking access to storage barns, and even display barns! It's time to increase our fundraising efforts around this important part of our collection.

Some of the items that will be displayed in Coney Island for guests:



The Coney Island Project

Adjacent to the Restoration Shop and our main line, there is a large plot of land that was recently cleared due to an invasive species taking over that section of trees on our property. Guests who have visited our museum since fall 2019 most likely have noticed it, as it is visible from the trolleys operating on our main line, and close to Pumpkin Patch field. Over twenty years ago, museum planners designated that area for additional trackage, where all of our rapid transit artifacts could be located and displayed to the general public. An additional stop on our main line would be added so that guests could take the trolley out to the area. The area was named "Coney Island" after the famous Coney Island train yard in Brooklyn, New York.

The project will include:

- Updating our land survey and preparing the land for the project.
- Installing eight tracks under cover, either in one or two buildings.
- One of the above tracks will be usable as a pit track and able to service a married pair of cars.
- A flexible display space, so sections can be opened to guests and related subway and elevated items can be shown and explained.
- One additional long storage track suitable for loading/unloading and storage.

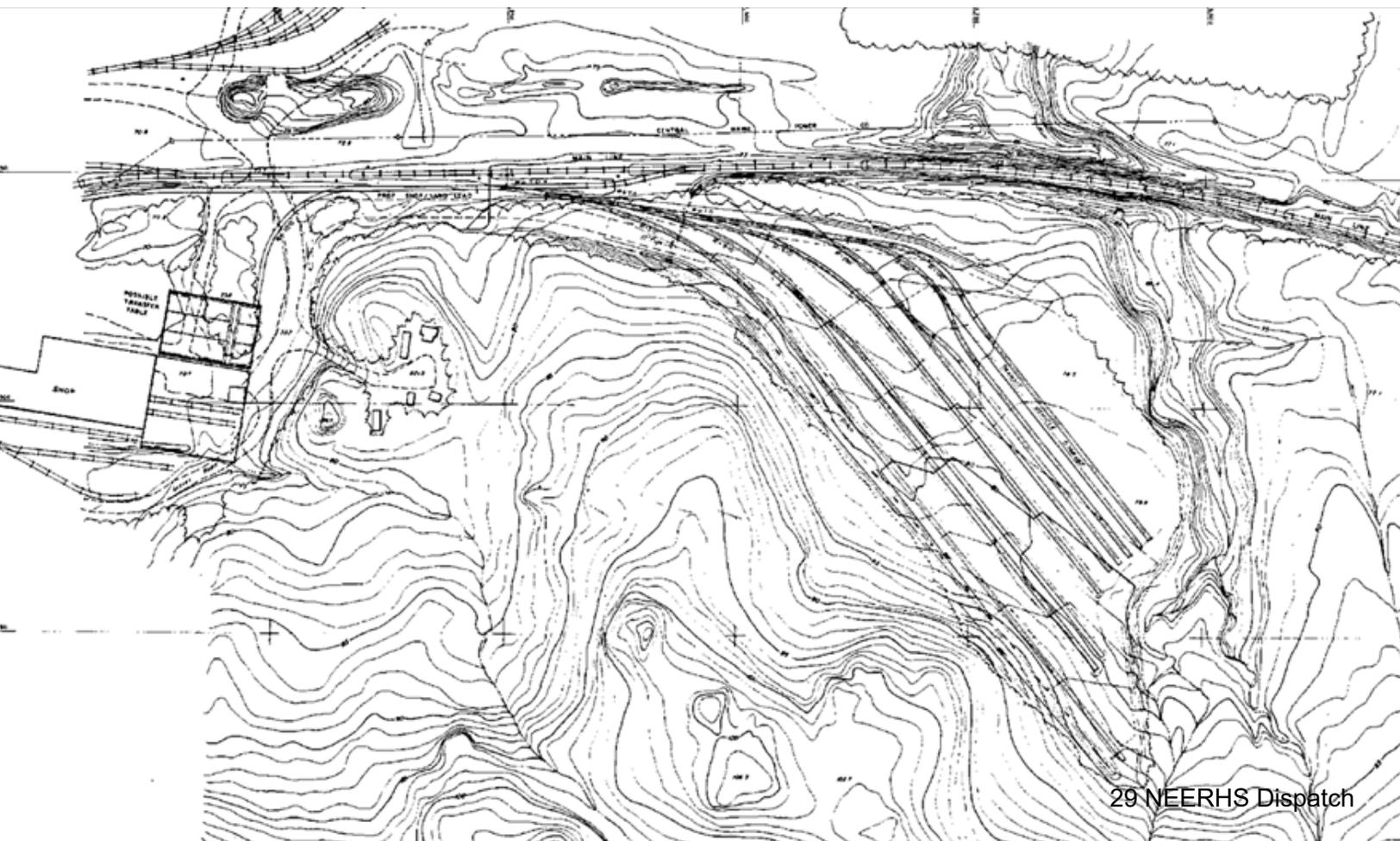
Where Do We Start?

Initial funding raised will go towards site prep and the installation of one storage track, as well as making the passing siding usable. The one long track (Track 9) will be used to store Rapid Transit cars, thereby freeing up some yard space.

From there, as funding permits, we will begin to prep the site for the barn or possible barns. This will allow for the final layout of the yard ladder and apron tracks and should be done hand and hand with the barn construction.

We have established a \$250,000 fundraising goal. This season, we hope we will raise enough funds to begin our first phase, which is to re-survey the land and begin preparing it for building. To learn more please visit www.trolley museum.org/coneyisland

Those that wish to contribute may designate your donation to Fund 930.



Volunteer Rich Coots is hard at work in the Restoration Shop's paint room.



From the TOWN HOUSE SHOP

By David Rogers

The Donald G. Curry Restoration Shop was busier than usual during our 2021 season as we continued to work on ongoing projects, re-started others, and maintained our regular operating fleet. We also supported several large events in 2021, including weddings, two days of Daniel Tiger Visits Seashore, ten days of Pumpkin Patch Trolley, and six days of Christmas Prelude. We worked diligently at the end of the season to have four heated cars available for Prelude, the most heated cars we've had available that late in a season in many years.

Connecticut 1160: No. 1160 finished the 2020 season in need of a new roof. We were able to squeeze in most of this task before the temperatures got too cold for this kind of work during 2021's off season. As soon as warmer weather returned, we picked up where left off with installing copper flashing where needed, sealing a variety of seams and attaching the last bits of wiring that had to be removed so the new canvas could be installed. A new air compressor head gasket was fabricated and installed. Compressor valves were cleaned and lapped due to heavy leakage and apparent overheating of head. A general maintenance and servicing of the car was also completed. The 1160 also ended the 2020 season with fairly significant brake issues in the form of brake stand and brake cylinder leaks. While safe enough to complete the season it was not ready to return to the fleet until this was addressed. The brake stands were removed; lapped and new parts were installed. The main brake cylinder was disassembled while still attached to the car. The brakes on this car are now working better than they have in some time. 1160 ended up being quite the workhorse for us during the 2021 season, operating 1-2 days on average a week and also supporting our Prelude event.

Wheeling 639: Of more significant concern than 1160's brake system was 639's brake system. Many little things had accumulated over the years to add to a scenario that really needed attention. The alignment of some of the brake rigging and leaks in the brake stands are just a couple of issues that needed care and attention. Working on these issues as time was available, much of it was brought into a substantially better condition. 639 was also a workhorse for us during the 2021 season and was also used during our Prelude events. Investigation of low-voltage issues with batteries and charging relay still needs to be resolved. The vintage batteries have been removed pending reconditioning. The charging relay circuitry will likely need rebuilding. Since all of this will take some time, a temporary solution has been installed using a pair of lawn tractor batteries and a modern, digital charger.

Other Fleet Trolleys: **Connecticut 303** needs a periodic service and more work on the running boards, but it entered our operating fleet during the summer months and was a popular car at Ice Cream Nights. **Eastern Mass 4387** needs its resistor grids rebuilt (failing mica insulators). We have done some work on the **City of Manchester**, which includes upgrades on the interior lighting to make it safer and the motors were dried to address an issue where the internal resistance was well below desirable threshold. The motors are performing better and this car was used for two weddings in 2021 and will be available for weddings in 2022.

Master Woodworker Seth Reed recreated one of the doors for Interborough 3352.



Lexington & Boston 41: Work on car 41 continued after the regular season ended in October. The second motor has been installed in the truck; with that done, the truck is at nearly full weight. This allowed us to “true-up” the truck and take final measurements to continue the progress on brake rigging design and fabrication. With the second motor installed, it was time to test the results. The motors were connected to our welder and the truck moved under its own power for the first time in almost a century. Very exciting! A wheel bearing was delivered to Mystic Valley Foundry in Somerville, MA so that four new bearings can be cast. The window glass, which was probably installed when the car was a diner, was too thick to allow the windows to slide down into their respective pockets. 14 pieces of the proper thickness were cut and the windows have all been re-glazed.

The Narcissus: The #2 end has been receiving significant attention as new crown pieces and posts are expertly crafted from ash. This will increase the overall stability of this end of the car. Staff are also busy preparing for the installation of the side sill materials, which consist of two 37’ pieces of iron C-channel and their mated pieces of Southern Yellow Pine (also 37’ long) on which, once attached, the entire upper portion of the car will sit.

Bay State 4175: The car body is essentially done. Its resistor grids are being built by staff. Its motors are waiting to be rolled under and the compressor is functional and waiting to be hoisted into place. The car still needs brake rigging fabricated and wheel bearing shells serviced. All of the wiring and air piping is in place. Some adapter plates need to be fabricated to mate the center bearings on the truck to the bolster. This car is very close to running under its own power.

Toronto 2890: This car departed the Restoration Shop over the summer under its own power and is currently on display in Highwood Carhouse.

Montreal 2 aka “The Golden Chariot”: Car 2 was brought into the shop to have some critical work completed on the trucks. There were some areas of wear that had reached a point where it could not be ignored. Heavy pieces of steel were partially fabricated by Novel Iron Works in Greenland, NH and finished here. These act as shims and eliminate the “slop” that had become a lurking vulnerability. In the course of that repair it was deemed the cast iron wheels (which we already know to be extensively worn) may also have internal damage. We have secured the testing supplies to determine more definitively the condition of these wheelsets. That testing will take place at the first opportunity. The car is out-of-service for the time being.

Interborough Rapid Transit 3352’s brass components of side window headers have been stripped of heavy tarnish and corrosion and are ready for install. These will be joined by a batch of new matching brass castings currently on order from a foundry out of state to replace those lost circa 1910 when the installation of new center doors replaced or forced modification of side windows. Significant progress has also been made on de-rusting and priming the interior surfaces of framing and side-sheeting.

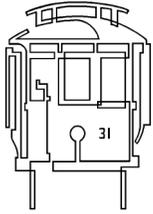
The **Boston & Maine 500** has also made great progress. The car is fully functional since the installation of the fuel tank and fuel delivery system. The deteriorated roof has been replaced, primed, and painted. Work continues on the replacement of various areas of rotted wood in the body frame. Once the wood work is completed work will commence on replacing the left and right sides of the car. The previous restoration used a Masonite-like product. Based on the pictures from that era, it looked great for a while but has deteriorated badly. We will be using light gauge sheet metal as was likely original to the car. It is our plan to lean heavily on volunteer labor for many of the finishing touches. There are lights to be wired, flooring to be installed, a horn, windshield wipers, etc.

Providence & Worcester locomotive: The 150 locomotive gave the museum pretty good service when it arrived but gradually began acting up. Preliminary investigation indicates a fuel delivery issue which includes fuel quality. The diesel fuel tested positive for water in the tank and water was also found in the fuel filter. The fuel tank was drained and we upgraded the filter system to a two-stage arrangement. We will use the original cartridge system with one upgrade. Some research revealed that the original cartridge filter comes in a version that also has a water separator built in. We will be adding to that a Racor filter/separator assembly which will be much more thorough in its function and reasonably easy to service with readily available parts.

Other cars in the queue for various levels of service are Boston 5821 and Dallas 434. We hope to report progress on these cars in the next issue. That’s the latest from the Restoration Shop Team.

From left to right: Restoration Director Dave Rogers makes an adjustment on No. 41’s single truck. Restoration Technician Bill Catanese installs the fuel delivery system on the B&M 500. Master Woodworker Seth Reed takes a measurement to continue work on the #2 end of The Narcissus. Assistant Restoration Director Brian Tenaglia fabricates a part for Dallas 434’s truck assembly. Restoration Manager Randy Leclair preps the No. 41 for a fresh coat of paint.





New England Electric Railway Historical Society

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