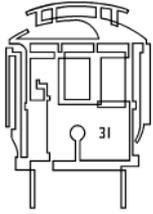


THE NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY
Seashore Trolley Museum & National Streetcar Museum at Lowell

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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.

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We also thank newdavesrailpix.com for their permission to use their photos in *The Dispatch*.

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The next issue of *The Dispatch* will be published in March 2023. The deadline for submissions is February 1st. Please send your articles and/or original photography to the publisher at director@trolleyuseum.org for consideration.



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Membership

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Membership Secretary

Membership Dues thru 12/31/23

Youth Membership (up to age 17)	\$25
Individual Membership	\$40
Plus 1 and Family Membership	\$60
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 Karen Broughton,
Museum Store Associate & Special Events Coordinator**



From the EXECUTIVE DIRECTOR

Katie Orlando

PM

Seashore Trolley Museum had another action-packed, successful season in 2022! Opening Day was on Sunday, May 1, 2022 and 459 members and guests came to celebrate. With admission numbers already so strong on a Sunday in May, we knew at that moment that we were in for another great season . . . and we were right! The grand total of guests and members that visited us during our regular 2022 operating season was 30,975. This is 2,850 guests above total admissions for 2021, our best season in recent history. Tour group admissions were also significantly up in 2022; 4,662 motorcoach tour guests visited us, 58% more than motorcoach tour guests visiting in 2021.

Our 2022 Annual Fund Campaign goal was \$95,000 and we have raised \$105,620.76 so far and end of the year gifts were still coming at the time this article was written. Annual Fund contributions were used to continue to help us catch up on deferred maintenance on our main line, our operating fleet, Visitors Center, volunteer bunkhouse, and Restoration Shop. So far, we have raised \$1,041,131.38 in contributions in 2022. The restricted donations we received supported fleet maintenance, trolley restorations, and our two current construction projects, South Boston Carhouse and the Model Railroad Building. Thank you to all who have contributed to help us achieve our mission!

We made some changes to our professional staff team in 2022. Fletcher Cummings joined our Museum Store team as our seasonal Museum Store Associate in July. Alissa Schoff joined us as our full-time Bookkeeper in September, and Brian Tenaglia received a title promotion to Shop Foreman in the fall.

In 2022 we increased our membership from 962 to 1,037. We raised \$201,065.78 in Museum Admissions, an increase of over 18% in 2021. We grossed \$120,365.92 through our Special Events, another record-setting number, and we brought in \$115,415.72 in Museum Store revenue.

During the summer the Museum hosted several successful events—Free Story Times, Clifford the Big Red Dog Visits Seashore, Boston Day, Ice Cream Nights and several other themed days and activities. We continued our involvement as 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 a Highwood Carhouse wedding, birthday parties, rehearsal dinners, photos sessions on our trolleys, and the National Canine Association of Scent Work Summit trials.

Pumpkin Patch Trolley was a huge success! We are proud to announce that the event netted \$52,095.50, 38% over last year's event revenue. Our 12 event days were attended by 4,554 guests, an increase of 23% over 2021's attendance. Both numbers crush this previous event's records.



From top to bottom: Blackpool double decker tram No. 144 was relocated from South Boston Carhouse to Highwood Carhouse before the demolition of South Boston began; The Silent Policeman has been restored and is back on display; bus tour attendance at Seashore increased by 58% in 2022.

Christmas Prelude was also a big success—even with a few incredibly cold, bad weather days, we welcomed a record-setting 3,150 guests over our 6 days of events. The event netted over \$41,666; 60% more raised than 2021, our previous 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 second live feed camera. Each camera is capturing the progress on our two construction projects taking place during the off-season. Check them out 24/7 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 Volunteer Coordinator, Dispatch Editor, Parts Warehouse Manager to support our current Assistant Parts Manager Bill Pollman, and members to serve on our Library and Education committees. For more information or to volunteer to fill one of these roles, please check out our website or email director@trolleymuseum.org.

In 2022, 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 January 25, February 8 and February 22. 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 another great year. We look forward to a great 2023 season!



Top row: Seashore received several accolades in 2022, including "Best Nonprofit" and "Best Family Activity" from the Chamber of the Kennebunks and the Travelers' Choice Award from Tripadvisor. Bottom: Eastern Mass 4387 is ready for passengers one evening during our Christmas Prelude event; with thanks to a generous anonymous donor, a tin ceiling was installed on the first floor of Tower C. The second floor will have a tin ceiling installed in 2023.

Dino Trolley



KB



KB

Over 1,565 guests visited Seashore on August 13-14, 2022 for our first ever Dino Trolley event. Guests of all ages participated in a Dino Hunt on our main line for twelve hidden 2D dinosaurs. When they returned from the hunt they participated in several educational and fun activities, including a Dino Dig, Dino Passport Scavenger Hunt, several crafts, photo booths, and snow cones with a hidden surprise!



KB



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Clifford the Big Red Dog Visits Seashore



KB



KB



KB

Clifford the Big Red Dog visited Seashore Trolley Museum on September 17-18, 2022. Families hopped aboard Connecticut open car 303 for a ride to Highwood Carhouse to meet him. Guests also enjoyed crafts, potato sack races, a scavenger hunt, a temporary tattoo station, and the traditional museum experience.

Seashore Weddings



RW



Seashore continues to be a beautiful wedding location! Ceremonies of all sizes took place on campus in 2022. These images are from a destination wedding; Congratulations to Jackie and Ethan from Oregon, who had a Talbot Park wedding ceremony and Highwood Carhouse reception.

Ice Cream Nights



Held every Wednesday in July and August 2022, Ice Cream Night didn't just benefit Seashore, it benefited 9 other local nonprofits. Each nonprofit received 50% of the proceeds from their evening's event. Participating nonprofits in 2022 included: Ben's Fight, Kennebunkport Conservation Trust, Habitat for Humanity York County, Friends of Hope Woods & Cemetery, Arundel Historical Society, Kennebunk Free Library, The Center, Arundel Conservation Trust, and Kennebunkport Parks & Recreation. Special thanks to Saco & Biddeford Savings for sponsoring the event, and to the Biddeford Walmart for donating 30 gallons of ice cream.



Pumpkin Patch Trolley



DC



DC



KyB



DC

Our 24th Annual Pumpkin Patch Trolley was a BIG success! A fourth weekend was added this year and this 12-day event broke all event records, netting over \$52,000 and 4,500+ 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. Thank you to our 2022 PPT event sponsors: Kennebunk Savings, Biddeford Savings & Hannaford!



KB



DC



Happy Trolleyween!



Over 691 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 lollipop “ghost” hunt, and trick or treating across campus. We gave out over 3,000 pieces of candy this year!



Rail Bike Weekend



Revolution Rail brought rail bikes to campus this fall to test out a potential partnership in 2023. Our volunteers, supporters in the local community and the general public had the opportunity to test out the bikes on our main line. Everyone gave the experience a big thumbs up!

Christmas Prelude



Christmas Prelude took place over 6 days in 2022. Guests were treated to rides on heated, decked out trolleys, roasting marshmallows and s’mores, live music by Seashore Trustee Brooke Hubner, a gingerbread house model of our Visitors Center, Tower C and fleet trolleys on display, delicious hot chocolate, and Santa and Mrs. Claus! Over 3,150 guests attended and we netted over \$40,000.

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Fairview Carhouse began to take shape in 1972. JS

THE WAY WE WERE: HIGHLIGHTS FROM SEASHORE ANNUAL REPORTS OF 25 AND 50 YEARS AGO

Compiled by Dann Chamberlin

1972

Philadelphia and West Chester Traction 62 joined our operating fleet, and was a mainstay of it for many years thereafter. Car 62 was joined in our operating fleet by Connecticut Open 303 and Springfield Mass/Montreal 2052.

The first section of steel framing for Fairview Barn was erected by an outside contractor.

Biddeford & Saco Railroad No. 31 – “The Car That Began It All” – entered the shop for restoration, funded in part by a grant from The Maine Commission for the Arts and Humanities.

New arrivals in 1972 were Cornwall, Ontario B-2, a single truck snow sweeper, and a MP-54 car from the Long Island Railroad.

Highwood Barn was converted from a storage facility to an exhibit barn with sand up to railhead level, along with the installation of paved walkways. With pole reinforcements, a new roof and doors, and repaved walkways, it continues to function as our premier exhibit facility.



Philadelphia & West Chester Traction 62. Paul Kehoe Collection

Lastly, here’s a quote directly from the 1972 Annual Report: “A fundraising project currently being studied... (involves)...a replacement for the South Boston Barn, the primitive open-sided structure that first greets the visitor’s eye....a preliminary model shows....a building approximately 60x180’ with a 2-story office/display/waiting room, brick-faced over our standard pre-engineered steel framed...structure.”

Well, we didn’t exactly move with great haste on this one, did we? South Boston was demolished just weeks before this was written. Its replacement should be completed in 2023).



1997

The year 1997 marked the 100th anniversary of the opening of the first subway in North America, beneath Boston Common between Park Street and the Public Garden. Open car No.1752 made the historic first run. Today, no Boston open car has survived, and our 15 bench Connecticut open cars are too big for that first subway's narrow clearances. So our Connecticut open car 1391 was trucked to the Boston area, put on a flatcar and displayed at South Station in Boston from mid-September to the end of October.

Our Endowment Fund was created in 1997 to help ensure a solid financial future for Seashore. Today it stands at over \$2.2 million, and provides about \$110,000 each year for our operating budget. Donations to the Endowment Fund are never spent; the yearly withdrawal comes only from interest and accrued value.

Car restoration on vehicles on display or in operation today included Cleveland Railway 1227, Connecticut closed car 1160, Wheeling W. Va. (6)39 and CA&E 434. Work was also done in 1997 on Portland-Lewiston Interurban 14, the "Narcissus." Today the "Narcissus" is back in the shop undergoing a complete body rebuild and return to operation, the project being a huge undertaking in view of the car's history as a stripped car body being outdoors and exposed to the elements for over 35 years.

Significant work was also done on several cars that are in storage today, awaiting renewed interest or funding – or both – to resume their progress towards being exhibitable and/or operational. These include Rochester 1213, Aroostook Valley 70, Eastern Mass. Street Railway 7005, Third Avenue (NYC) 631, Milwaukee 861, and Boston Rapid Transit (Orange Line) 0210.

For the first time since 1979, no "new" vehicles were accessioned to our collection. However, six rare Brill 77 trucks arrived on the property from Japan. They are historically correct equipment to go beneath our Roanoke 51, Oakland 804, and Waterville, Maine 60.



Connecticut open car No. 1391 was renumbered 1752 for a special display to commemorate the 100th anniversary of the opening of the first subway in North America. JS

From left to right, Track Crew volunteers William Publicover, Dana Kirkpatrick, James van Bokkelen and Charlie Publicover work to replace ties in the Fairview lead.



FAIRVIEW CARHOUSE UPDATE

By Katie Orlando & James van Bokkelen

During the 2022 season, our volunteers completed the track to and inside the annex on the west side of Fairview Carhouse. This expansion of the original 1972 structure had been completed in 2018 with the original four tracks being re-connected in 2019 and 2020. The addition on the west side of the car barn presented a number of engineering problems: Clearances were tight and the original east-side track location didn't work. Track Dept. volunteers designed a west-side track which would allow buses to cross the pad to the bus lane on the east side, while allowing PCCs and locomotive #150 to use Fairview #0.



Fairview Carhouse Annex construction was completed in March 2019. This picture shows what the area looked like before the Annex, behind the garage door on the left, was connected to Seashore's railroad.

On April 6, 2022, Maine Track Maintenance worked with Track Department volunteers laying 240 feet of new 85 lb. rail inside Fairview Carhouse. Next another contractor cut two straight grooves in the west side of the south concrete pad. Seashore has old Boston Elevated temporary street rail once spiked atop pavement to route streetcars around major track projects. The Track Dept. cleaned up 120 feet of this, leveled it in the grooves and secured it with homemade joint bars. Finally the contractor poured grout around the BERY rail to hold it in place.

Between contractor visits the Track Dept. had ballasted the indoor track using the Cotton Valley club dump cart, rehabilitated the Scrap Track switch and built or rebuilt conventional 85 lb. track from the driveway crossing to the door. When the grout had cured, we checked clearances and operation with a Speed Swing, then invited the Yard Crew to bring up diesel #150. All went well, so Fairview #0 was released for service.

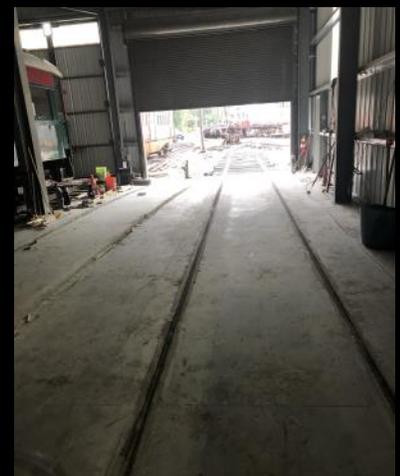
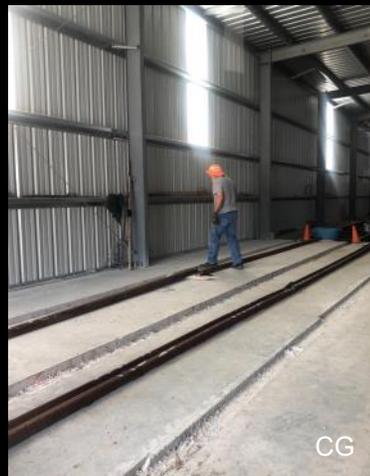
Tests began to make sure Seashore's work equipment could successfully navigate the new Fairview yard switch and the two places where the conventional and unconventional rail meet. Seashore's Pettibones were able to navigate the full section of new Fairview annex track, and the Providence & Worcester locomotive 150 was able to navigate the new Fairview yard switch. Happy with the results, the Yard and Track Crews worked together to shift transit artifacts into the new section of track. This stage in the project's completion also allowed us to store the cars displaced by South Boston's demolition indoors for the duration of that construction project.

Over 2,500 volunteer hours were needed to complete the work described above. Thank you to the volunteers who supported these track efforts this season: James van Bokkelen (track superintendent), Chuck Griffith, Dana Kirkpatrick, Dave Kornechuk, Bill Catanesye, Nathi Lomax, Frank van Bokkelen, Charlie Publicover, Will Publicover, Jeff Bennett, Rob Drye, Mark Sylvester and Paul Sylvester.

Many hands make light work! If you would like to work with the Track Crew to finish our 2023 track projects (which will mostly involve rebuilding South Boston yard, reconnecting the railroad to the new South Boston, building new storage track in the area we call "Bennett Street" and maintaining our main line), please reach out to James van Bokkelen at vicepresident@trolley-museum.org.



Maine Track Maintenance was contracted to work alongside our volunteers and help build 240' track inside Fairview Carhouse, looking from the north end of the building to the concrete pad on the south end.



Above: Contractors helped our volunteers cut two-60' grooves for the rail connecting the inside of the building to the rest of the railroad. Below: Volunteers recycle, cut, and assemble BERY temporary rail to use in the concrete section on the south end of the building. Modified joint bars were fabricated and assembled to connect the conventional rail on the inside with the flat-bottomed BERY rail (bottom right).





TG



Above: Various stages of the track building project are shown. Middle: The track is tested to ensure Seashore's work equipment can traverse it. All goals were met—the Providence & Worcester locomotive can reach the south door and the Pettibones can travel over the joint bars that were fabricated to connect the flat temporary BERY track over the concrete section to the two conventional sections of the track inside the building. Bottom: A ribbon cutting ceremony was held on Members Day in August 2022 to celebrate the completion of this phase of the project and to appreciate our hardworking volunteers' contributions to this project and to the museum.



PM



Our New Direction: **A STRATEGIC PLAN UPDATE**

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

The Museum had another great season in 2022. Thank you for supporting Seashore as we continue to work towards our strategic vision during the global pandemic. Visit www.trolley-museum.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 is particularly impressed with our admission numbers and the revenue generated by our regular operating days in addition to our special event days. Thank you to all of our members and supporters who continue to visit us multiple times a season and engage in all of the traditions and new experiences we're creating for you to enjoy.

Over 350 volunteers have put in over 21,000 hours this season supporting the museum's efforts on campus and virtually. We would not have accomplished some pretty big initiatives without their help and the unwavering support of our professional staff. Projects we tackled include countless planning sessions and hours of shifting artifacts in our yards and carhouses, relocating utility poles and overhead wire, and removing track to prepare for the most significant construction project Seashore has undertaken in over 40 years; the demolition and rebuild of South Boston Carhouse.

The drone photo above was taken by our builder, Sheridan Construction, the week before Thanksgiving. Prior to the holidays, our contractor Private Power relocated the power lines that previously ran over the new building's footprint so the building could be erected. Two new poles were placed so two current poles interfering with the new underground drainage system could be eliminated. The building will be fully erected and all bracing will be completed by mid-January. The completion date for the building's construction is 1/27/23 and then our volunteers will start tackling the track and overhead components of the project. We hope the building will be ready and usable by our 2023 Opening Day.

The Model Railroad Building site prep continues to move forward. We are in the final steps of getting the final permit needed from the State Fire Marshal's Office and the Town of Kennebunkport has given us a foundation permit so that we can tackle this piece before the spring when our builder, also Sheridan Construction, will begin to erect the building. Before the holidays, Private Power installed electric service, including a new pole and transformer, to the new building.

Members can watch the construction of both projects on our live feed camera at <https://trolley-museum.org/livefeed>.

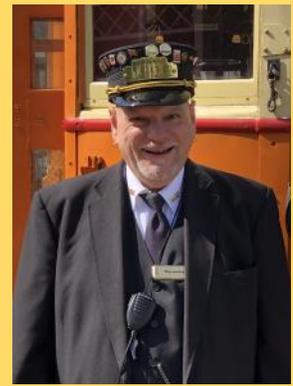
We are working on some interesting initiatives and potential partnerships behind-the-scenes during our 2022 off season. We hope to have great news to share with you in our next issue.

THANK YOU

VOLUNTEERS



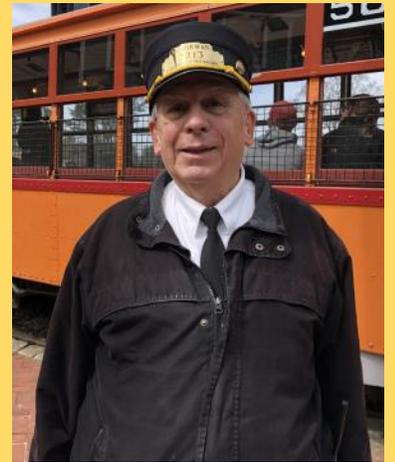
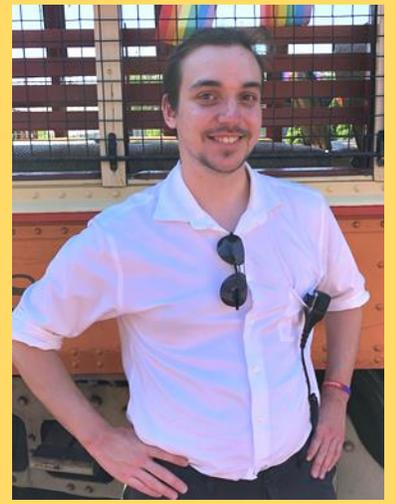
“Volunteerism is the voice of people put into action.” -Helen Dyer



2022



FOR A GREAT SEASON





Collection Spotlight:

DISCOVERING THE HISTORY OF SEASHORE'S LITTLE YELLOW BUS

By: Richmond Bates, Historian

In 1998, Seashore acquired a 21-passenger model 733 bus built by Yellow Coach in 1937. The museum's annual report for 1998 described the history of the bus starting about 1980, but the period between 1937 and 1980 was a mystery. Fresh information is now coming to light. The 1998 report had said that Seashore member Ira Schreiber acquired the bus from a junk yard in Aberdeen, South Dakota, about 1980. Schreiber gave the bus to Lincoln Transportation System (renamed StarTran) in Lincoln, Nebraska. Lincoln Transportation operated the local bus system in that city. Schreiber worked with the bus company to restore the bus. It was painted bright yellow with a red belt rail and gold lettering, was numbered "733" and was used for parades and special events. Lincoln Transportation's predecessor, Lincoln Traction, had owned two Yellow model 733s acquired from Aurora-Elgin City Lines in Illinois in 1943. So, No. 733 would represent the original model 733s. In 1998, StarTran donated their No. 733 to Seashore.

The history of this bus from 1937 until 1980 remained largely unknown. After it came to Seashore, Tom Santarelli, the museum's Bus Curator at the time, told Charlie Sullivan, the present Bus Curator, that the bus may have operated in Aberdeen, SD and then been a back yard play area or shed, but there was no documentation of this. In 2020, as part of our curatorial process to document the history of the museum's vehicles, Seashore volunteer Steve Fontaine began researching the vehicle's earlier history, aided by some magazine articles about Lincoln's buses provided by Herb Pence. Steve considered whether our bus might actually be one of the original Lincoln model 733s from 1943, but the pandemic and other health issues kept Steve from finishing this research.

In late 2021, Seashore needed to move the bus out of Fairview because of work to expand the carbarn. So, Seashore placed the bus at the museum entrance for the holiday Prelude event. I provided a brief history of the bus for Prelude visitors saying that it came from Lincoln and (ignoring the possible Aberdeen service) that it may have originally come from Aurora, Illinois. In January of this year, Charlie Sullivan and I resumed the curatorial review of the bus. Charlie posted an inquiry on the Yellow Coach Facebook page (with no results) and suggested that we find the builder's plate on the bus and try to track the manufacturer's serial number. I took a photograph of the builder's plate showing serial number 733 984. Charlie submitted this to Jim Gilligan, Chairman of the Motor Bus Society. Gilligan promptly responded that:

"YC 733 984 was delivered against sales order 64757 in 10/37 to the Waterloo Cedar Falls & Northern Railroad as fleet no. 35. It was the first of an order for three."



This photo of the builder's plate inside the bus, showing the serial number, led to discovering the early history of the bus. RB

This was exciting news. The Waterloo Cedar Falls & Northern (WCF&N) was a classic Midwest electric interurban railroad operating a 64-mile main line between Waterloo and Cedar Rapids, Iowa as well as local streetcars in Waterloo and nearby Cedar Falls. The WCF&N supplemented its main line rail service with buses, and it replaced the local streetcars with buses in the 1930s. So, our bus fit nicely with Seashore's major collection of electric interurban cars. This also raised the intriguing possibility that the bus might have met with Seashore's Cedar Rapids & Iowa City (CRANDIC) interurban car No. 118 which had connected with the WCF&N at Cedar Rapids. Seashore's Executive Director, Katie Orlando, was particularly enthused because she had lived in Waterloo before taking her job here. Moreover, no WCF&N interurbans have survived, and no other WCF&N buses are known to exist.

Only one WCF&N streetcar survives and is now at the Midwest Central Railroad in Mount Pleasant, IA. At its next meeting, the museum's Curatorial Committee voted to change our roster designation for the bus from Lincoln No. 733 to WCF&N No. 35, meaning that any future work will be to restore it to its appearance on the WCF&N.

Unfortunately, at the time, Jim Gilligan at the Motor Bus Society was not able to provide any photos of No. 35 or information about its operation in Iowa or its disposition by the railroad. So, I decided to see if my friend and fellow railfan, Bruce Williams, who lives in Cedar Rapids, might have any information on the WCF&N buses. He wrote back that his books and articles about the WCF&N focused almost entirely on the rail operations with only brief mentions of the buses, but Bruce suggested I contact his friend Bob Levis in Cedar Falls, who has a special interest in the WCF&N. Bob doesn't use email, but Bruce provided a phone number. When I called, I got a recorded message saying the number was "not valid." I decided to await the results of other inquiries.

In April 2022, Charlie Sullivan indicated that he thought No. 35 had operated on the Hyde Hub City Lines in Aberdeen, South Dakota after serving in Waterloo, IA. I did an internet search for Aberdeen bus history and found a magazine article written in 2020 providing a detailed history of Aberdeen transit based on historic local newspaper articles. It described Hyde Hub City Bus operating from 1943 to 1951, replaced by Hub City Transit until 1955 when local transit service ceased in Aberdeen.

In June, Charlie attended the Bus History Association convention which was in Iowa. He talked to the General Manager of the current Waterloo bus system who provided some photos of other WCF&N buses but no information specifically about our bus. Katie Orlando contacted the Cedar Falls Historical Society who also had some photos of other buses but little other information. So, I decided to renew my effort to reach Bob Levis. Bruce Williams had said that Bob frequented Caboose Stop Hobbies in Cedar Falls who might be able to connect me with Bob. On July 12, I called the hobby shop. Carol Lauber, the store's co-owner, answered. She was familiar with Bob, knew he was knowledgeable about the WCF&N and offered to pass my phone number on to him. Just three hours later, Bob Levis called me. (He had recently changed his phone number.) He was astonished and excited to learn that Seashore had a WCF&N bus. He said that he had a collection of WCF&N company documents and photos and that he would send me what he could find regarding No. 35.



WCF&N bus No. 35 (at lower right) is one of several city buses ready to transport workers leaving the John Deere tractor engine factory in Waterloo during World War II.

Photo: Bob Levis collection.

In early August, I received a large envelope from Bob Levis with crucial background about the bus. The envelope included a copy of the purchase authorization buses Nos. 35-37 for a total cost of \$11,528 on October 7, 1937 and a copy of the sale authorization for Nos. 35 and 36 for \$700 each on April 29, 1949. The sale in 1949 was to Watertown Transit Company, Arnold Travland, Owner. Bob also sent a copy of a photo showing a group of WCF&N buses, including No. 35 – the only photo of No. 35 that has surfaced so far. Bob confirmed that the bus serial number agreed with WCF&N records. The sale date agreed with information from Charlie that the company had replaced its pre-war buses in the late 1940s. In subsequent conversations, Bob said that the railroad used No. 35 and similarly sized buses only for local service in Waterloo and Cedar Falls, with larger buses used for the inter-city route to Cedar Rapids. Unfortunately, this made it less likely that No. 35 ever met our CRANDIC car No. 118. Bob also provided information on paint schemes, saying that WCF&N buses were silver with a red band until after World War II when they were all repainted orange and cream. This generally agreed with WCF&N bus photos that we had.

Questions remained regarding No. 35's history after leaving the WCF&N in 1949. Neither Bob, Charlie or I could find any information about Watertown Transit Company. Perhaps there was a small transit operation in Watertown, South Dakota for a few years, or, maybe, No. 35 was idle. However, there was another key piece of information. The Aberdeen bus history article on the internet said that Arnold Travland, who had bought No. 35 in 1949, was co-owner of Hub City Transit, operating in Aberdeen from 1951 to 1955. It now appeared quite likely that No. 35 ran in Aberdeen during this time. Details after 1955 are lacking, but Tom Santarelli's story seems plausible that No. 35 was retired, became a backyard play area and then ended up in the Aberdeen junk yard about 1980 for Ira Schreiber to rescue it.

During its 85-year life, we now believe Seashore's Yellow bus operated for the Waterloo Cedar Falls & Northern Railroad, and then in Watertown, South Dakota (maybe), in Aberdeen, South Dakota and in Lincoln, Nebraska before coming to Kennebunkport. Plans are now underway to cosmetically restore the bus to its WCF&N appearance.

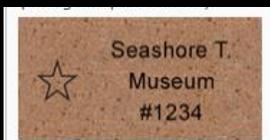


Visitors Center Platform

BRICK CAMPAIGN

Members and supporters are invited to purchase personalized bricks to honor or memorialize a loved one, or to recognize your connection to the world's first and largest electric railway museum.

Engraved platform bricks may be purchased at www.trolleymuseum.org/brickcampaign. Engraved bricks ordered by February 28th will be placed within our Visitors Center platform before our Annual Meeting on April 29th.



Your choice of a 4" x 8" brick (\$300) or an 8" x 8" brick (\$500), with or without clipart.



Memorial

BENCHES

Purchase a memorial bench to honor the legacy of a loved one. This 5ft outdoor bench manufactured by Highwood® is assembled with stainless steel hardware and comes with the assurance of a manufacturer's 12-year warranty. A local engraver customizes a 2" x 3" stainless steel plaque with a message honoring your loved one.

The total cost is \$750; this includes everything—the cost of the bench, delivery, assembly, the cost of the plaque and installation, and ongoing cleaning and maintenance.

The order form is available online at www.trolleymuseum.org/memorialbench

Benches ordered by February 28th will arrive at Seashore on time for our Annual Meeting on April 29th.



OPERATION LAST ROUNDUP

By: Ted Miles, Member

Operation Last Roundup was designed to fill a number of gaps in the Seashore Trolley Museum collection. Most of the cars in the program arrived as car bodies; the first body in the program arrived at Seashore Trolley Museum in November 1987 and was placed on shop trucks in January 1988. It is the Lake Shore Electric Railway #171, a steel Interurban built by Jewett in 1918. An early name for the New England Electric Railway Historical Society project was the Seashore Electric Railway, in memory of the Lake Shore Electric Railway that closed in 1938. While it may be years before it is restored; having the body keeps options open. A pair of proper Baldwin 84-30AA trucks went under the body in 1994.

The next body was going to be Texas Electric #317. This steel Interurban was built by the St Louis Car Company at St Louis Missouri in 1913. Contrary to what is reported in the 1988 Annual Report of the Historical Society; the car body never made it up to the museum and was scrapped in Texas at some later time.

However, many car bodies did come to the museum during *Operation Last Roundup*. The New York State Railways #1213 and Rochester #394 streetcars came from a campground near Rochester, NY where a number of old streetcars ended their days. The #1213 is early example of the Peter Witt design and a car that has had some steel restoration in the Town House Shop. As part of *Operation Last Roundup*, these cars got trucks from Japan. Finding maximum traction trucks at this late date was a wonderful discovery.

A much traveled body is an Atlanta 860 series streetcar which went to Pusan, South Korea after the Atlanta streetcars were abandoned in 1949. Pusan #352, a narrow gauge streetcar, came back to the United States in 1970 as part of a museum project that failed, and later was part of a restaurant in Las Vegas. Upon arrival at STM the body was placed on a pair of Brill 177-E2 trucks which are correct for the streetcar. Atlanta streetcars are very rare; the only complete one, Georgia Power and Light #948 of 1926 is at the Shore Line Trolley Museum in Connecticut. Later a group of Seashore volunteers traveled south to the Atlanta region to collect a quantity of Atlanta streetcar parts needed to restore the streetcar body of #352.

Initial inspection of pieces of No. 352 did not uncover the car's original Atlanta number. Seashore's curatorial file includes a list cross referencing some of the Atlanta and Korea car numbers, but not No. 352. Seashore decided to identify the car as Georgia Power No. 876 from the car numbers not otherwise accounted for.



No. 899, a car from the Atlanta 860 series, in Atlanta in the late 1940's – Bill Volkmer Collection at newdavesrailpix.com



Seashore cars in service, from top to bottom: Sister car to Seashore's No. 171 Lake Shore Electric No. 170, Kansas City, Clay Valley & St. Joseph Ry 24, Pacific Electric Hollywood car No. 680, Rochester Peter Witt No. 1213. All photos from the Seashore Trolley Museum collection.

Although it predated *Operation Last Roundup*, the body of New Orleans #966 was in the same mind set; the car was restored and now operates at the STM's satellite museum in Lowell, Massachusetts. Preserved traction equipment from the southern United States was quite rare, until some recent projects.

The body of Sioux City Public Service Company #46 a wooden streetcar built in 1914 in the company shops, was obtained to represent that Iowa city. It had been in use as a hunting cabin. The body was sitting on a pair of Brill 39E trucks which were obtained in the hope, soon realized, that they would be useful in a future restoration project. But in 2012 it was decided to deaccession the body as it was too far gone to restore.

When the *Ottawa Electric Railway* streetcar lines were abandoned in 1959, the Society was unable to acquire a complete streetcar. But many years later, rumors surfaced that some cars remained in a junk yard outside the city. The rumors were true and in 1988 *Ottawa* #825 gave the museum a second chance to get a car from another world capital. It was just in time too; as other cars in the group of survivors had already been scrapped when Seashore found out about them.

Another world capital, Washington, DC is represented in the National Collection by two streetcars. The body of *Washington, DC Capital Transit* #197 was serving as a summer cabin next to the Potomac River. It was moved to Seashore by truck. Another well-traveled streetcar, *DC Transit* #1304 PCC streetcar was sold to General Electric's *Erie Works* as a test platform after the end of streetcar operations in the nation's capital. Later it was moved to the Trolleyville, USA collection. And it was moved to Maine by interested members shortly before it was going to be scrapped. Today the PCC has been elegantly painted and restored to operation.

Another very interesting discovery was the body of *Sodus Bay* #113 Interurban an 1899 product of the Jackson & Sharp Car Company; it may be the oldest Interurban in existence. The body had been used as a house when it was donated to Seashore. But even though it had been out of railroad service for about 60 years the seats were stored in a nearby barn and the correct Master Car Builders trucks are available at the museum.

In a few cases cars from other museums have become available. These included the *Detroit Department of Street Railways* #3876 streetcar purchased from the Ohio Railway Museum. The *Cleveland Railways* #2365 streetcar trailer and the *Cleveland RTA* #113 rapid transit car were purchased from the bankrupt Trolleyville, USA collection auction. Also, the *Toronto* #2890 Peter Witt streetcar, which came from the Halton County Radial Railway Museum in Canada as part of an equipment trade.

One of the longest articles that ever appeared in *The Dispatch* was Ben Minnich's two-part tale of getting the *Pacific Electric*

#680 Hollywood class suburban from Oregon to the museum. The distance and weight made the project costly; but it was worth it. This car has its trucks under the body and much of the Pacific Electric interior still exists. He also sent an *Oregon Electric Railway* car body to the Orange Empire Railway Museum. They own many other cars from the Southern Pacific Transportation Company; which had five electric divisions.

Last operated by the Portland Traction Company, the car was one of several that went to museums after they abandoned service in late 1958. Other cars went to the Oregon Electric Railway Museum, the Western Railway Museum (2), the Orange Empire Railway Museum, and the Illinois Railway Museum. Seashore's sister museums are also building collections of interurbans and streetcars with a regional focus.

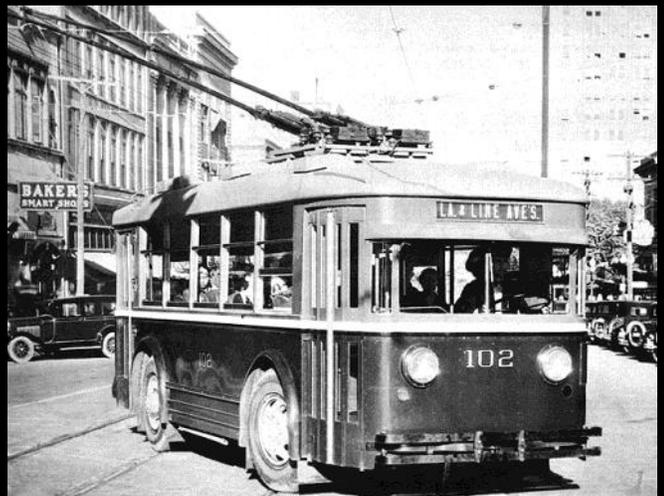
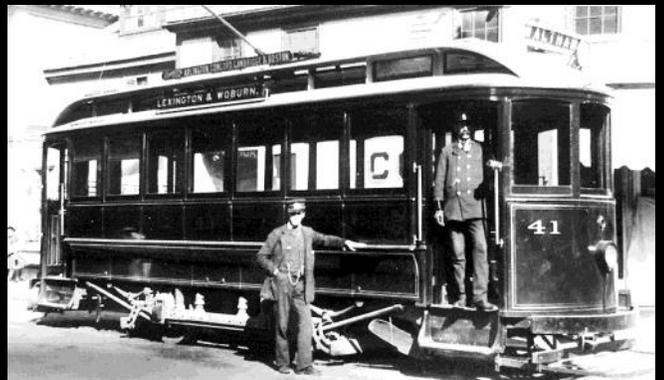
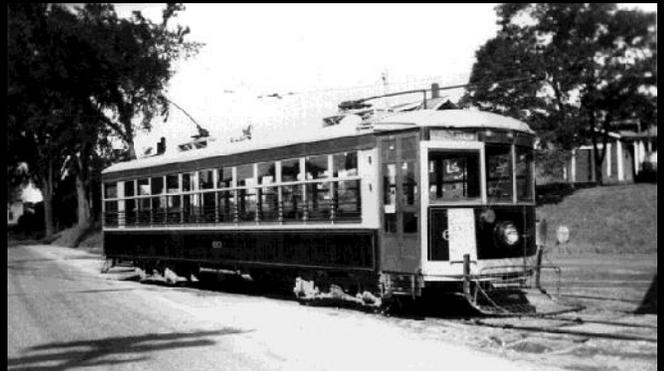
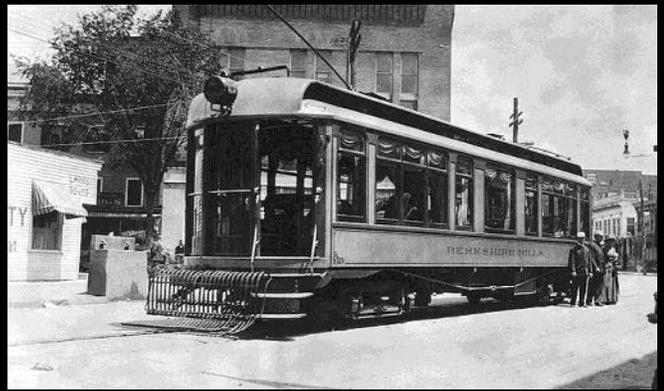
A few buses were also part of *Operation Roundup*. When Shreveport Louisiana #105 was offered by a collector in 1988, it was quickly given a home at Seashore. The Brill Model T-30S trolley bus is the oldest type of trolley bus that still exists. Even though the body was missing a lot of parts; it was a good acquisition. However, in December 1993 things got even better, when another and more complete bus, Shreveport #106, was added to the collection. Now the best parts of each can be used to restore a bus. Some roof work has already been done. These tiny 25 foot buses were built in the early 1930s by J.G. Brill and last used in 1965.

The fire damaged body of the famous *Berkshire Hills* parlor car, New England's most elegant parlor car arrived on March 13, 1995. It could be beyond the ability of the museum to restore because of the cost. Although a potentially beautiful Interurban, this is the kind of heavily damaged car body that critics complain about. Based upon the anticipated costs of the Narcissus restoration, costs for this interurban could range up to \$1M and more.

Thus, the *National Collection of Streetcars*, ranges from car bodies to fully operational streetcars and interurbans, and everything in between. All of them have a story to tell; this author hopes the Pacific Electric #860 is cosmetically restored some day soon.



Sister car of Rochester 394, No.444, from Martin Denale Collection at newdavesrailpix.com.



Seashore cars in service, from top to bottom: Berkshire Hills, Waterville, Fairfield & Oakland 60, Lexington & Boston No. 41, Shreveport No. 102. All photos from the Jim Schantz Collection



Collection Spotlight: **BALTIMORE TRANSIT Co. No. 5748**

By Fred Maloney, Project Sponsor

Among the vehicles thoughtfully selected for inclusion in the Society's New Direction Capital Campaign is classic Baltimore Brill semi-convertible car No. 5748. The car was built by J.G. Brill in 1918 for the city's United Railways & Electric Company. This car is one of the Society's most important "hidden gems," tucked away in Central Carhouse for a half-century after initial restoration work began at Seashore ca. 1970. After staff was redirected to work on another urgent operating fleet project years ago, the work on 5748 was suspended and the restoration project never resumed.

No. 5748 holds a very important place in Seashore's collection. It is the signature preserved Baltimore streetcar; the sole survivor of the massive fleet of 885 mates designed to Baltimore standards and built in a succession of orders with J. G. Brill from 1905 to 1919. This massive fleet dominated Baltimore mass transit for at least 35 years, and the last tiny handful was not retired, including No. 5748, until 1955 – giving the car type an incredible 50 year run!

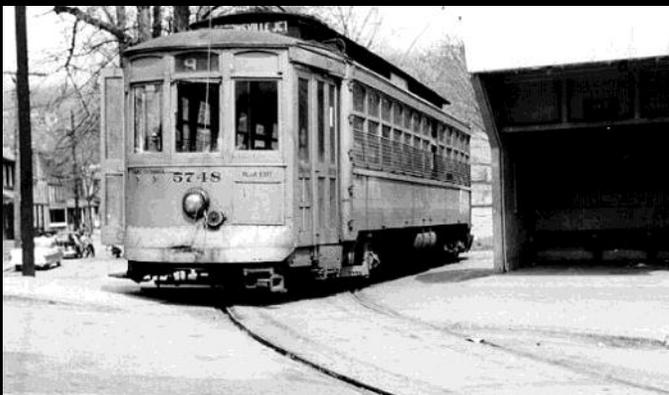
Substantial work has been performed on this car over the years, but major funding is needed to finish the restoration and make the car operable again. Over the next few years, we will be developing a detailed plan for full restoration and mechanical upgrade, so that the car can live on for generations to come.

Baltimore Transit History

Baltimore was one of the country's largest cities throughout the entire street railway era, with a top population of about 950,000 reached in 1950. The city's street railway gauge was 5' 4 1/2", the country's widest. The infusion of 885 very similar cars into the fleet from 1905 to 1919 had a profound impact upon the street railway in the era that almost all of the population used streetcars for all moving about the city. Very few people had a horse and carriage, and it was not until the 1920s that really significant numbers of city people had automobiles. Past authors on Baltimore public transportation estimate that at least 60% of all streetcar riders over the entire life of the first generation electric street railway, from 1890 to 1963, rode on a Brill semi-convertible car! By 1920, "semis" were carrying 80% of the system's passengers. By the end of the decade, this percentage increased to 95%.

The vast street railway system operated mostly within the city, with some lines extending into adjacent or nearby suburbs. Lines traversed downtown streets, major commercial arteries, streets of iconic row houses, a streetcar elevated, through areas of heavy industry, outlying bucolic rights-of-way and center street reservations lined with large homes. A long trestle with a draw-bridge over an inlet carried streetcars to the massive Sparrows Point steel mill complex. The Ellicott City line, where No. 5748 last ran when it closed out the 50-year era of Brill semi-convertible cars, ran on the quaint main street of the historic country town.

In 1924, the system had 415 miles of track and 1,927 streetcars. The main Carroll Park shops complex has been restored for continued use as the main bus facility, and is among the country's oldest large street railway shops in use.



From top to bottom: Sister car No. 5726 is on Route 26 near the Jones Creek drawbridge, 1952. Sister car No. 5727 on a fan trip in 1955. Sister car No. 5829 at Dundalk Avenue in 1950. Photos 1-3 are from the Joe Testagrose collection, newdavesrailpix. No.5748 on the 9 Line. Photo from the Bill Volkmer collection, newdavesrailpix.

When the last streetcars ran in 1963, the system was still a large and important operation, with some 125 cars on 80 miles of track, two fully-enclosed carhouses and an open yard, all streetcar-only. The streetcars were speedy outside downtown, and the cars were generally evenly-spaced along the lines. At the end there were two long cross-city routes serving four separate major transit corridors.

Gradual declines in streetcar riding began in the 1920s, but became drastic during the Great Depression. This came just as 150 semi-streamlined Peter Witt streetcars entered service in 1930, followed by the later infusion of 275 streamlined PCC cars from 1936 – 1944, all resulting in many older Brill “semis” being scrapped in the 1930s. However, the winds of war in Europe resulted in many surplus cars being held in storage for possible future use – and were they used! Earlier, from 1924-1926, some 76 1905-vintage semis were made into 38 articulated cars, while the same was done to some earlier cars as well. While they provided excess capacity during the Depression, they were extremely valuable during World War II. A significant number of semis had 40+ year careers, while No. 5748 ran for 37 years.

Low Depression ridership and various fiscal issues resulted in United Railways & Electric Company declaring bankruptcy on January 6, 1933. The company was reorganized and emerged as the Baltimore Transit Company as of July 9, 1935. BCo expanded bus operation and reintroduced new generation trackless trolleys, but also invested heavily in streamlined PCC streetcars. Most major streetcar lines continued until after World War II.

The National City Lines gained control of the company and the City of Baltimore also hired a new traffic commissioner. NCL was opposed to streetcar plant costs, other than in unique situations where larger, frequent, heavily-loaded, undepreciated streetcars truly helped the balance sheet. Meanwhile, the new traffic commissioner pushed one-way street patterns and also believed that streetcars slowed traffic. Thus, in a decade, only the two heaviest lines, serving four corridors, remained, carrying on until the early hours of November 3, 1963.

As late as 1949-1950 the semi’s day was not done. A small number of semis was overhauled and received steel side sheets to give the old cars more body rigidity. They were economically repainted all yellow, with black or tarred roofs and silver bumpers. No. 5748 was included in this final program on these veterans getting “one last boost”. As the street railway shrank, soon after this work was done their remaining use all but ended. By 1954 only a half dozen semis remained in service, serving 2 shuttle lines to Lorraine Cemetery and Ellicott City. In the early hours of June 19, 1955 the final Ellicott City car (to which line No. 5748 was assigned) closed out the remarkable 50 - year era of these magnificent cars.

Unlike with many cities, the (1963) termination of streetcar service was not the end of the story. New chapters about electric traction were yet to be written.

The continuing presence of a large population, in combination with energetic city and state leadership, were successful in securing substantial Federal funding for a new era of electric rapid transit. Twenty years after the end of traditional streetcar service, in 1983, the first stage of the new Metro Subway was opened. In another decade, in 1993, the first stage of a new light rail system opened. To avoid the very high costs of a new downtown subway section, in-street car tracks were laid where traditional streetcars had operated many years previously. In the years since, both the subway and the light rail operations have been extended.

About Baltimore 5748

5748 is the signature preserved Baltimore streetcar; the sole survivor of the massive fleet of 885 mates designed to Baltimore standards and built in a succession of orders with J. G. Brill from 1905 to 1919. The first 745 cars were of a shorter length, 2 windows shorter than 13-window cars specified in later orders encompassing cars 5745 – 5885. This car was donated to the Museum in 1957, less its wide-gauge trucks, by the Maryland Historical Society. Seashore acquired proper replacement trucks from Montreal in 1963. They require extensive rebuilding.

No. 5748 also stands out as the Museum's best example of a true classic semi-convertible car. In raising the side windows, the lower and upper sashes are interconnected so that both the upper and lower windows glide on tracks extending upwards, sliding between the headlining and the roof. This provides an exceptionally wide open area to maximize the entry of outside air to flow through the car. When introduced this rendered as obsolete the convertible cars, with their need to remove and reinstall large window panels each spring and fall. It also sharply reduced the advantages of open cars in hot summer weather. Open cars had to be stored inside during cold months with corresponding numbers of closed cars in the fleet to replace them. Too, semi-convertible cars held a great advantage for passengers during torrential rain, and random late cold days and early hot days by having windows that could be opened or closed as weather conditions dictated.

The classic Brill semi-convertible car was always seen as having a very high aesthetic appeal in terms of "streetcar architecture." The high deck roof, arch windows, and overall proportions, including the height and width of the upper roof monitor, the curvature of the roof in relation to the car body, combined with the pleasing car ends, all combine to make for a car that is very pleasing to the eye. The interior detail is also very attractive, with the interior shape detail, attractive varnished cherry wood trim, arch upper windows, rattan seats and brass fittings. This car is a marvelous specimen from the peak era of streetcar development.

Significance of 5748 in Seashore's National Collection of American Streetcars

The only preserved Baltimore streetcars to exist, outside of the historic collection at our colleague Baltimore Streetcar Museum, are the two cars at Seashore. They include Brill semi-convertible No. 5748 of 1918, and Brill semi-streamlined Peter Witt No. 6144 of 1930.

Baltimore also had a very long-running traditional first generation street railway system, in operation from 1859 until 1963. And, the city has since built a new subway, as well as a light rail system. This includes new in-street car tracks in the heart of the city, precisely where convoys of traditional streetcars had previously run for generations.

The Seashore collection is unique in having a signature streetcar from essentially every city of first-tier standing during the primary street railway era. Over time some have been restored, while others await donors and restoration staff availability.

No. 5748 has particular stature. Not only is it the sole signature Baltimore streetcar in existence, but the car is the purest example of a semi-convertible car in the Seashore collection, and about the best example of this car type anywhere.

No. 5748 is a splendid example of the farsighted vision of Museum collection development leaders of the 1950s, who saw the wisdom of rescuing this distorted and worn car lacking trucks in a relatively distant city. It was moved to Maine in an atmosphere of dozens of old streetcars in open storage in a large field. How far we have come.

Baltimore No. 5748 is one of Seashore's New Direction Strategic Plan fundraising priorities. Contribute towards our \$400,000 fundraising goal by donating online at <https://trolleyuseum.org/support/donate> and designating your gift to Fund 524.



From Top to Bottom: No. 5748 United Railways & Electric Co./Baltimore Transit Co., on Bridge near Ellicott City, Maryland, STM Library Collection. No. 5748 being loaded at Closed Edmondson Car Shop on Trailer Bound for Seashore Trolley Museum, Jerry Kelly Collection, newdavesrailpix. Seashore's 5748 in the restoration shop having side frame repairs made during an earlier period of restoration work, Norm Down collection. No. 5748 currently stored in Central Carhouse awaiting restoration. JS



From the TOWN HOUSE SHOP

By David Rogers

The Donald G. Curry Restoration Shop was busier than usual during our 2022 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 2022, two days of Clifford Visits Seashore and Dino Trolley, twelve days of Pumpkin Patch Trolley, and six days of Christmas Prelude.

All of the windows on the **Lexington & Boston 41** are complete and in place and the internal dasher panels for one end of the car are also in place and awaiting final attachment. We hope to benefit on this and other projects with a new volunteer machinist, Kevin Dyer. He has a long history in the machinist's trade that we are hoping to apply to various tasks on the 41 and other cars in our care.

Dallas 434 has made some meaningful progress in the past couple of months. The parts our Shop Foreman Brian Tenaglia spec'd out to be fabricated at Novel are now on site at the museum and awaiting final machining here. The bolster we reported on in May is back from the Grafton and Upton Railroad with the necessary repairs completed by Randy Stahl and his team. A scan of the piece revealed voids and fractures, some of which likely date back to its original casting. What was deemed in need of attention has been repaired. As time is available the truck will be reassembled.

Eastern Mass 4387 received much attention in 2022. Brian and Restoration Technician Bill Catanesye have been working over and under the car. Brian has been dealing with problematic brake hangers including installing new hanger bushings he was fortunate enough to find in the Uncanoonuc storage building. Bill has been working on a variety of issues including misaligned doors. Rick Whetstone has been our man on glazing and paint replacing cracked panes of glass and addressing cracked and peeling paint. Master Woodworker Seth Reed has been making temporary repairs to rotted window frame components and cataloging many windows we will return to in the off-season for more substantial repairs. Year-round volunteer Rick Whetstone has primed and painted damaged windows as needed. There was also one seriously damaged compressor switch housing that has been completely refurbished and returned to service. The roof inspection revealed that one pole and pole-base was ready for action after a bit of grease. The other end had no grease fittings and is one spring short of a set of four. Add a small burn through of the pole from some previous incident and you have a pole assembly in need of attention. Two grease fittings were added to match the other end. One simply required threading an existing hole and screwing in the fitting. The other required an adapter be fabricated and the appropriate fitting being screwed into that. Copious quantities of grease were required after going indefinitely without. In the off season we will add the missing spring (the upward force against the wire is sufficient for now) and the pole will be replaced with one without a "burn-through."

Master Woodworker Seth Reed restoring the benches from Connecticut open car 303.



Boston Elevated 5821 was suffering from issues with brake rigging pins and bushings, release spring performance and leaking brake valves, to name a few. Brian has made good progress addressing leaking brake stands this season. Like the 4387, the 5821 has also had broken glass replaced as needed. This project will be tackled by new to the Shop volunteers during the off-season. Unfortunately, close inspection of the 5821 in advance of Prelude revealed significant cracking of multiple areas of the trucks so the car has been pulled out of service until repairs can be made, most likely in 2024.

Connecticut 1160 was plagued with an electrical issue earlier this season that Brian is convinced lies in the controller arc chutes. They have been serviced often enough over the years that there is much evidence that proper geometry of the arc chutes is seriously compromised. The solution seems to be fabricating entirely new arc chute assemblies. The challenge was how to do this without using asbestos components as was done originally. Based on Brian's research, it appears the answer is Transite. This is actually the material that was used to make the asbestos shingles that were used on houses a century ago. We can consider it now because its modern formulation no longer includes asbestos. A vendor has helped us fabricate the parts we need and we are installing them in the car now. We anticipate the car will be back in service just in time for the 2023 season. Funding for replacement parts was partially supported by the Liberty Historic Railway.

Prior to the operating season, **Wheeling 639** was discovered to have a bearing that needed replacement at A.C. Electric. While waiting for that to return there was an accident in the shop that resulted in damage to the front end of the car. The team disassembled the front end and first repaired damage to the wooden back structure that was minor on its face but took some clever minds and good wood skills to set right. Seth and Bill took the lead on that. Next was repairing the sheet metal skin. This was an all hands on deck operation. We took the curved sheet to our sheet metal roller and ran it through to get the wrinkles out. The fine tuning was down with wooden and leather hammers to get the wrinkles to the point where paint would take care of the rest. We were fortunate in two other areas. We were able to match the paint pretty much exactly and we had sufficient components on the property to repair the headlight. We did address a couple of other issues that were longstanding and not related to the damage. Mismatched bulb specs within given strings of lights caused some bulbs to be super dim and other to be bright. When Bill installed all bulbs in a problematic string with bulbs that were all the same, the problem went away.

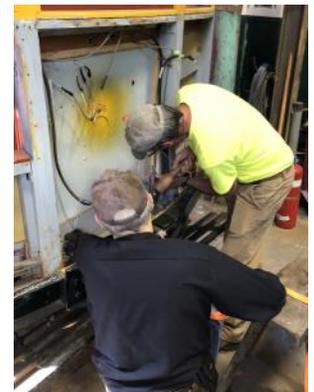
Bay State Street Railway 4175 is moving along. Donald Curry and Rick Whetstone are making progress on the internal wiring for things like interior lighting and headlights. Rick has also been working on refinishing the controller covers. These are the covers that look a bit like a roll top desk. Some light sanding, black paint on the metal bits and spar varnish on the wood bits and they look really nice. Volunteer Nick Ouellette has restored two 14-foot trolley poles which will be installed topside in the next few weeks. One of our newest volunteers, John Ware, has been putting the finishing touches on a, new to us, wood lathe which was donated by Jim Hamlin. This will allow us to make the hickory grab bars for the 4175. We are also in conversation about reassembling the trucks and how we will install them. This is after compromise plates are made to connect the center bearings to the bolsters. We also need to design all of the brake rigging.

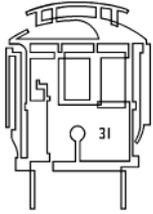
The Narcissus continues to make daily progress. Both of the large crown-pieces we reported on last time are complete. The structural steel work we spoke of in the previous report has made significant progress. The worn ends of the I-beams at the south end of the car have been cut out and replaced with new metal by Ernie Eaton and under his guidance Seth Reed is fashioning the necessary wood bits both large and small to keep this effort moving forward

The **City of Manchester** performed admirably for our wedding event in October. Don Mavrikis of Mavrikis Upholstery in Nashua did a magnificent job on the eight armchairs that outfit the parlor of the car. He tightened all of the frames while sprucing up the finish. He reworked all of the springs, associated twine and padding and replaced all of the leather. We have ordered the appropriate leather care product which we will apply in the next few weeks prior to covering the chairs in plastic until spring.

Brian has instituted a monthly safety meeting to facilitate us making the shop a continually safer place to work. This is important to mention as those who have business in the shop may be finding themselves to follow safety procedures that have not been enforced in the past. This could be the request to don goggles or other appropriate Personal Protection Equipment, PPE when in certain areas or being asked to vacate an area of the shop temporarily while certain activities (i.e. welding, grinding, machining, etc.) are taking place. Cooperation in this effort is appreciated.

From left to right: Shop Foreman Brian Tenaglia performs maintenance on a controller in the Connecticut open car 303. Restoration Technician Bill Catanese and volunteer Kevin Dyer fabricate parts needed for DC Transit 1304. Brian inspects the Providence & Worcester locomotive 150. Bill and Master Woodworker Seth Reed make repairs to Wheeling 639.





New England Electric Railway Historical Society

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Kennebunkport, ME 04046

