

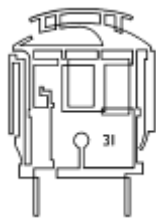


THE NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY
Seashore Trolley Museum & National Streetcar Museum at Lowell

VOL 66, NO 1
January-March
2023

DISPATCH





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 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.

Corporate Officers

Chairman of the Board	Robert C. Drye
Vice Chairman of the Board	James van Bokkelen
President & CEO	James D. Schantz
Vice President	James van Bokkelen
Executive Director	Katie Orlando
Treasurer	Charles R. Sullivan
Membership Secretary	Connie Garland
Corporate Secretary	CC B. Clapp
General Counsel & Clerk of Corporation	David Johnson

Trustees

Brooke Hubner	2023	Peter Wilson	2024
James D. Schantz	2023	Robert Drye	2025
James van Bokkelen	2023	Dave Kornechuk	2025
Rick Wolf	2023	Chelsea Miller	2025
Karen Dooks	2024	William Publicover	2025
Fred Maloney	2024	Dan Vardaro	2025
		Phil Tsihlis	2026

Senior Trustees (Active)

Michael C. Lennon	James D. Schantz
Frederick J. Maloney	

The DISPATCH

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

Contributors

Steve Berg	Rob Drye
Katie Orlando	Edward Ramsdell
Dave Rogers	Jim Schantz
Brian Tenaglia	

Photographers

Katie Orlando	Jim Schantz (JS)
Dave Rogers (DR)	Brian Tenaglia (BT)

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

Assistant Editors

Richmond Bates	Fred Hessler
Kenyon Karl	Phil Morse
Edward Ramsdell	Jim Schantz
James van Bokkelen	

The next issue of *The Dispatch* will be published June 2023. The deadline for submissions is May 15. Please send your articles and/or original photography to the publisher at director@trolleyuseum.org for consideration.

CONTENT

Executive Director's Report.....	3
Snow Removal Equipment.....	4
Strategic Plan Update.....	7
South Boston in Pictures.....	8
Rapid Prototyping.....	10
Endowing Seashore's Future.....	12
2023 Season Event Calendar.....	13
Town House Shop Update.....	14



From the
EXECUTIVE DIRECTOR
Katie Orlando

Seashore Trolley Museum turns 84 this season and we are looking forward to another great year. We hope you will join us on **Opening Day, Saturday, May 6th**. We have a great calendar of events planned; check out our offerings as of this print date shared on page 13 of this issue. We hope to add even more events when they are confirmed, including Daniel Tiger Visits Seashore. Stay tuned!

This year's **Annual Fund Campaign** goal is \$100,000. We hope you will consider donating to this campaign this season to help support deferred maintenance on our main line, operating fleet, Visitors Center and Restoration Shop. Annual Campaign Fund donations will also support our continued efforts to improve the appearance of our facilities and grounds. Please remember us in your giving and donate at www.trolleymuseum.org/donate.

Our **2023 Annual Meeting** will be held on Saturday, April 29, 2023 in person at Seashore Trolley Museum. Information to join the meeting, the online ballot to vote for this year's Trustee candidates, and the complete schedule is available at <https://trolleymuseum.org/event/annualmeeting/>

Would you like to join our trolley operating crew this season? Sign-ups are now open for our **2023 Railway Operations Training!** The first part of the training is four, 2-hour Zoom classes. We are offering these classes on either Mondays or Tuesdays (Mondays April 24, May 1, 8, and 15 from 6:30PM-8:30PM and Tuesdays May 30, June 6, 13, and 20 from 6:30PM-8:30PM). The in-person part of our training takes place concurrently. Participants must be at least 18 years of age and hold a valid driver's license in their state of residence. The cost of the class is \$35, which covers training materials and your name badge. To sign up or to put yourself on the list to be considered for future classes, please email Railway Operations Chief Instructor Rich Pascucci at training@trolleymuseum.org.

Want to get involved at the museum in another way this season? **Several seasonal and year-round volunteer opportunities are available!** Learn more and fill out our volunteer application at <https://trolleymuseum.org/support/volunteering-application>.

It is **Membership Dues Renewal Time!** We hope you will continue to support Seashore through your membership in 2023. To renew online, visit <https://trolleymuseum.org/support/join-renew-membership/>

Thank you for your continued support. I look forward to seeing you this season!



From top to bottom: Volunteers work hard all year long to keep our campus running. Our Vice President James van Bokkelen removes a tree that fell on an overhead wire during a winter storm. Signals Superintendent Derek Dearborn installed a brand new signal by the shop lead. Check it out when you visit this season.



SNOW REMOVAL EQUIPMENT AT SEASHORE

By Edward Ramsdell

With Seashore not open to the public in the winter the casual observer probably doesn't think much about the historic snow equipment in Seashore's collection. During the warmer months you might see a Boston Type 3 ex-passenger car in towing service and notice it sports a plow at each end along with a mid-mounted shear plow and wing blades to clear the snow banks away from the right-of-way.

Boston Type 3 - In 1907 the Boston Elevated Railway ordered 100 Type 3 passenger cars from the St. Louis Car Company, built under a JG Brill patent and delivered in late 1907 and early 1908. These cars were big, heavy, and powerful, ultimately ideal for conversion to plows when their passenger days were over. Between 1926 and 1932 forty of these cars were converted to snow plows with fixed plows on the front of each truck, a shear plow between the trucks, and wings. Cars 5106, 5138, and 5159 also had their roofs lowered to permit operation through the subway between Kenmore and Fenway Park.

The last Type 3 plow in service with the MBTA (5164) was retired from active service in 2006 and came to Seashore in 2009. The Seashore fleet has included at least six of these plows with five currently on the roster (5106, 5138, 5154, 5159, and 5164). In 2020, 5122 was sold to a group in Webster, MA that was seeking a car body to restore for display.



Left: MTA 5138 at Arborway Yard. Right: MTA 5138 at Seashore Trolley Museum. William Volkmer collection.



In addition to the Type 3 cars the Seashore snow fleet includes three other snow removal cars. Two sweepers, B-2 from the Ottawa Electric Railway Company, P-601 from the Eastern Mass Street Railway, and United Electric Railway (Providence, RI) single-truck shear plow No. #16.

Ottawa B-2 - The Ottawa Electric Railway Company took delivery of two snow sweepers - B-1 and B-2 - in 1926. They were both single truck, double ended sweepers manufactured by the Ottawa Car Manufacturing Company. Both Ottawa Electric Railway and Ottawa Car Manufacturing were controlled by Ahearn & Soper. The two snow sweepers were unique in that their brooms were gear driven, as opposed to the popular chain driven brooms of the day. The last streetcar run in Ottawa was on May 1st, 1959. B-1 and B-2 were sold to Cornwall Street Railway Light & Power Company that same year. In 1971 Canadian National purchased the Cornwall Street Railway. Almost immediately, CN decided to convert to diesel-electric locomotives, and on August 7th, 1971, CN ended electrically powered freight operations in Cornwall. In 1972, Canadian National donated B-2 to the Seashore Trolley Museum.

Eastern Mass P-601 - The Eastern Mass. St. Ry. ordered twelve snow sweepers from the Russell Plow Company to be delivered prior to the 1919-1920 snow season, but only three made the schedule, including P-601, which went into service on January 31st, 1920. The snow sweeper had large rotary sweepers (brushes) at either end of the car so that it was bi-directional. The brush at the "front" direction of travel would drop down to sweep the snow off between the rails. Each brush had its own GE67 motor and K-Controller. The sweeper was also equipped with wing blades to clear the snow off to the sides along the right-of-way. Increased introduction of buses made P-601 redundant and in 1935 it became one of six sweepers sold to New York City's Third Avenue Railway System (TARS). The sweepers that were bought by TARS became numbers 85 through 95, with P-601 becoming 86. By 1948 all streetcar service ceased in Manhattan and the Bronx, and the sweeper became redundant yet again. In 1948 eight sweepers, including No. 86 (P-601), were sold by TARS to the Toronto Transit Commission's (TTC), No. 86 becoming No. S-31. In 1973, TTC announced that the sweepers were surplus and were available for purchase. Seashore Trolley Museum began to explore the possibility of securing one of the surplus sweepers. STM member Kevin T. Farrell began discussions with the Ontario Electrical Railway Historical Society, which was brokering the sale of the equipment for TTC. STM purchased S-31.

Sweepers were sometimes unpopular when used in business districts as the rotating brushes would pick up chunks of ice or rocks and propel them through store windows.

United Electric Railways 16 - Number 16 was built by the Wason Manufacturing Company of Springfield, MA, in 1905 for the Rhode Island Company. It is a double ended, single truck shear snow plow to be used on double track to plow the snow to the right.

From top to bottom: Cornwall Street Railway B-2 (1964), William Volkmer collection; B-2 at Seashore Trolley Museum, William Volkmer collection; P-601 at Quincy (1935), William Volkmer collection; P-601 in its S-31 TTC garb at Seashore moving snow, JS.

Unfortunately, the shear plow with the weight distribution over the single truck and the thrust of the angled plow tended to frequently derail the car. The Rhode Island Company was created to lease the operation of the United Traction and Electric Company and in 1907, the New York, New Haven and Hartford Railroad gained control of RICO, but soon ran afoul of the antitrust laws.

This left the Rhode Island Company without the financial support of the larger company, heavy debt, and increasing competition from motor vehicles. In 1918 RICO went into bankruptcy and in 1919 the United Electric Railways was chartered and assumed control of Rhode Island Company. During the Great Depression, UER suffered from deferred maintenance and service reductions with buses beginning to replace the trolleys. By 1948, the trolleys were completely replaced by trolleybuses and in June of that year Seashore Trolley Museum acquired Number 16.

Life After Retirement - While the above coverage of the Type 3s shows further usefulness after their passenger service careers, two of Seashore's snow fleet actually came out of retirement to serve once again. In 1977 Eastern Mass P-601/86/S-31 was loaned to the MBTA to help combat a severe snow emergency being experienced by the T and in 1996 Type 3 No. 5106 returned to its home territory for a period to aid in another snow crises.

One other piece of the Seashore fleet is snow removal related. No. S-71 is a single truck line car formerly owned by the Bay State Street Railway and its successor Eastern Mass. Street Railway. It is reported to have been constructed in 1915 from a snow plow body and a passenger car truck. Life after passenger service and snow plowing!

From top to bottom: P-601 at Seashore back in Eastern Mass Livery, Seashore Trolley Museum collection; United Electric Railways (RI) No. 16 at Seashore (1960), Russ Munroe collection; E. Mass S-71 Line Car - Medford (1939) William Volkmer collection; E. Mass S-71 Line Car - at Seashore, William Volkmer collection.





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

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

Thank you to those who attended our annual **Strategic Plan Review** on February 25, 2023. We had a great discussion and the following action steps within our plan were identified as needing volunteer leadership or support to accomplish them. We could use your help! If you would like to get involved in our exciting and forward-moving work please email us at either chairman@trolleyuseum.org or president@trolleyuseum.org; here is what we could use your help with:

Priority #5 Programs and Support Activities

- A volunteer is needed to create content and identify images for a display sign for Burton Shaw to be posted in the new South Boston Carhouse.
- A volunteer is needed to facilitate creation of an exhibit created with the parts and rail we have from the World Trade Center site on 9/11/01.
- A volunteer is needed to coordinate a lecture/educational program series, identify speakers, and work with them to offer programming either in-person or online. This lecture series would be offered year-round and would be open to all.
- Volunteers are needed to create and coordinate a day summer camp for youth, for implementation during our 2024 season.

Priority #6 Collections Stewardship

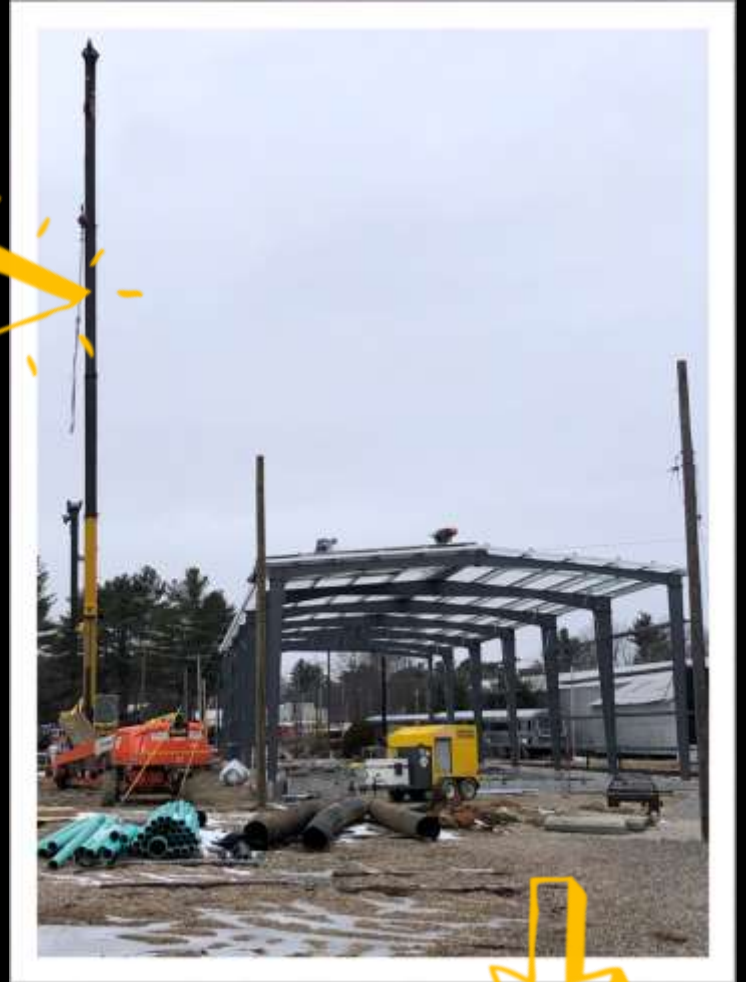
- To further educate ourselves, our members and the general public about our collection, volunteers are needed to create short videos that spotlight our collection that can be posted to our social media sites.
- Volunteers are needed to work with the Curatorial Committee and review the non-accessioned items in our collection that should be accessioned and to develop a plan for accessioning these items/timelines in conjunction with our Historian and Museum Curator.
- Volunteers are needed to write content for the Dispatch that educates our membership and supporters about our collection in a way that turns the technical side of our work into educational and informative content that readers of all levels of knowledge can understand and enjoy.

Priority #7 Museum Facilities and Infrastructure

- Volunteers are needed with site planning, construction, and architectural design backgrounds to serve on the planning committee for our next new Display Carhouse project.

To review the complete Strategic Plan, visit www.trolleyuseum.org/newdirection. Thank you for your continued support and we look forward to another great season.

SOUTH BOSTON CONSTRUCTION PROJECT IN PICTURES

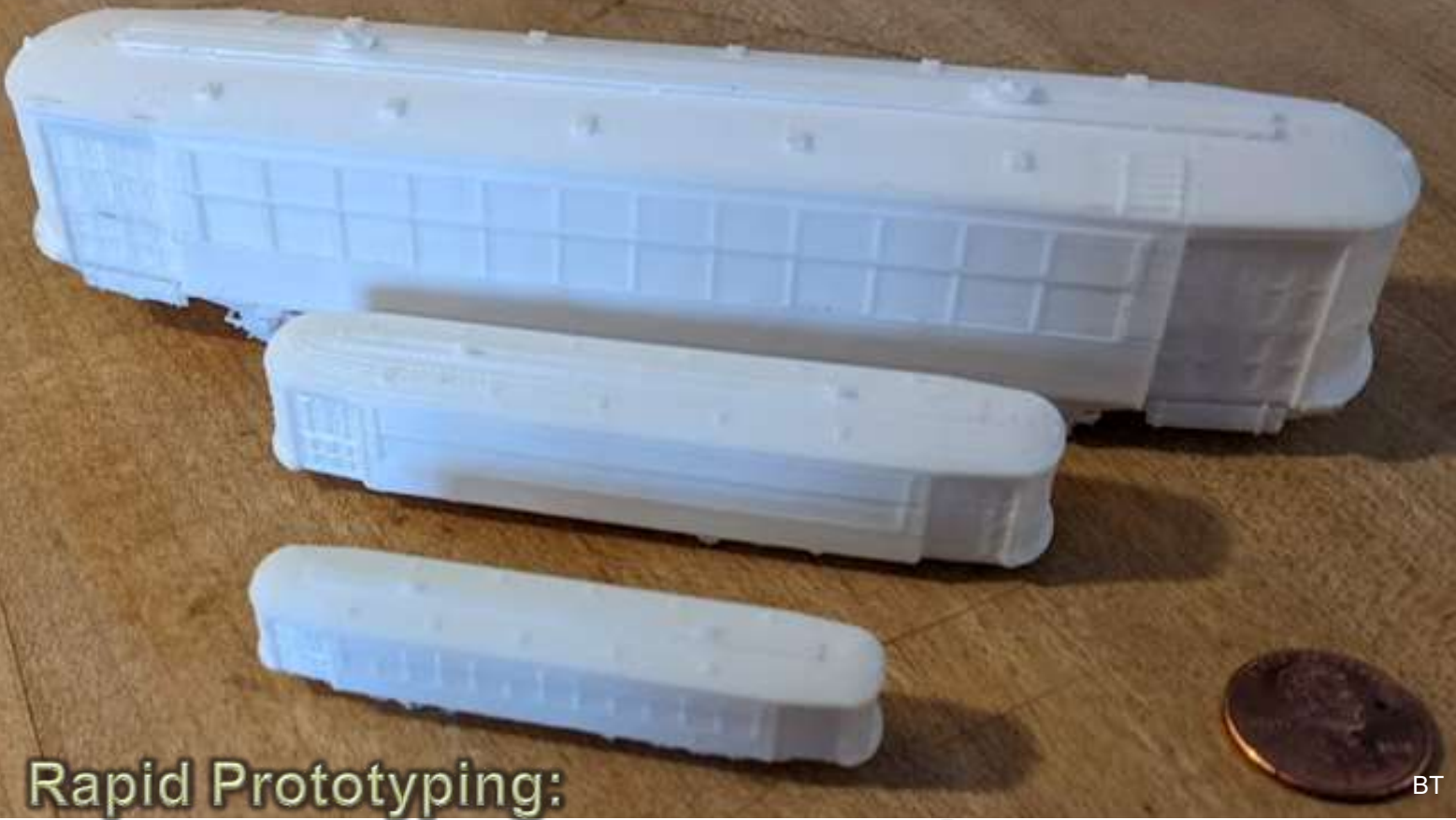




South Boston's steel structure was completed in early January. The concrete footings under the rails were poured so rail installation inside the building can be done once the overhead work is complete. Roof installation was completed at the end of January, and during the first two weeks of February the building's siding was installed. The people doors and garage doors were installed next. Once the building was enclosed, the electrical work began. In addition, the large carhouse doors were configured (they're automatic).

The carhouse is substantially complete. Remaining work to be done this spring includes the completion of the sitework and the pouring of interior concrete slab. This is dependent on the installation of the rails inside the building and warmer weather. Maine Track Maintenance will be hired to work alongside our volunteers to place the rail inside the carhouse.





Rapid Prototyping:

NEW TECH HELPS MAKE OLD PARTS

By Brian Tenaglia, Shop Foreman

BT

Imagine yourself in this situation: You are working on an old machine, one of the last of its kind in the world. Some of the important parts are worn beyond use. Nobody you know has any spare parts, the manufacturer's been out of business longer than you've been alive, and you don't have the capabilities or equipment to repair the parts you have.

Or imagine this situation: You have one picture of a part that you need. The original part doesn't exist any more. You have some information about how big the part was, and you can make educated guesses about the information you don't know, but you need that part in the picture.

Both of these situations are frequently faced in restoration work, particularly in restoring working vehicles which were not "truly" mass-produced (like streetcars, interurbans, locomotives, etc.). Until very recently, making the parts you'd need in the situations described above would require either hundreds of hours of skilled labor, or access to industrial equipment and software worth tens of millions of dollars.

However, within the past decade and a half, significant changes to manufacturing technology have opened up a whole new world of opportunities for small-scale industry and hobbyists.

What is rapid prototyping?

Rapid prototyping is a term for a set of processes that do pretty much what they say on the can: They significantly reduce the time and cost involved in making prototype or one-off parts. These processes typically include 3D printing/additive manufacturing, laser or water-jet cutting, and CNC machining.

None of these highly-automated processes are new in heavy industry, robots have been building cars and machining parts for nearly half a century. However, the price of this equipment and the training required to use it kept it out of reach for most. Recently, however, the price of many small rapid prototyping machines, particularly 3D printers and CNC routers, has fallen to the point where these machines are available for around the cost of a nice, medium-large size television.

In order to use any of these processes, however, some sort of computer model is needed, which is typically generated by computer-aided design (CAD) or other 3D design software.

What is CNC?

CNC stands for "computer numerical control", and describes a variety of machines controlled, unsurprisingly, by computers. At a high level, CNC machines precisely move a tool or part through space, just as a traditional machine tool does, but using motors and servos which the computer moves in the required way, instead of a human being turning knobs and handles.

CNC can run lathes, milling machines, routers, cutters, bending brakes, and a huge variety of other equipment.

What is 3D printing?

3D printing is a term which covers, again, several processes. All of these processes are “additive” in that they add material to “build” a part layer-by-layer rather than cutting it away as in most traditional processes. It can be divided into a few sub-types:

Resin: A resin which hardens when exposed to UV light is exposed to a strong UV light by a device similar to a phone screen, sticking a set of spots of resin to a movable plate. The plate moves up a little bit and the machine exposes another set of spots to UV light, hardening these spots to the ones from the first pass, and the process repeats. This type of printer is capable of very fine detail and is often used for printing dental implants.

Binder jet: A nozzle squirts a pattern of glue into a bed of sand or similar material. The bed is lowered, more material is applied, and the nozzle squirts another pattern of glue. This process can be used to make sand casting molds without traditional patterns or cores.



Fused deposition modeling (FDM): A device similar to a hot glue gun lays down patterns of plastic on top of each other, with either the head moving up or the part moving down after each layer.

FDM is by far the most common method in low-cost 3D printing equipment because of its low-cost, self-contained nature. Even consumer-grade FDM 3D printers are capable of producing high-quality parts with details as small as a few thousandths of an inch.

Because 3D printing is additive, it can produce parts or shapes which are extremely difficult or impossible to produce by other methods.

How is this useful?

Rapid prototyping allows for quick, cheap revision of a design before manufacturing a “real one”. This is extremely useful for verifying the design, since a mistake or a revision means junking a part worth a couple dollars instead of a couple hundred dollars. Once the design is verified, the files can be sent to manufacturers who run job lots on CNC equipment, theoretically resulting in a part identical to the prototype (some manufacturing variance is inevitable). A similar process can be used when parts need to be manufactured out of material that is expensive, as a mockup can be built of cheaper materials.

For example, the recent reconstruction efforts on 1160's arc chutes were first verified with pieces of plywood cut to templates generated from computer models of the parts. These models were adjusted, and then sent to a manufacturer with the specialized CNC tooling needed to work the Transite material. Some minor difficulties in assembly have cropped up (it is tricky putting new parts in a 110-year-old controller), but overall, what STM received was an accurate representation of what the model showed and the arc chutes have gone together nicely.

In the future, we'll be looking at further examples of how these “new” technologies and methods are being used to help restoration efforts.



ENDOWING SEASHORE'S FUTURE

By James Schantz, President & CEO

One of the keys to Seashore's future prosperity is to continue development of the vital resource that is the endowment.

What is an endowment?

Simply put, an endowment is typically the most important source of income for nonprofits such as traditional museums and universities. An endowment is a sum of money invested so that part of each year's investment proceeds can be devoted to operating expenses. Normally, up to five percent of the fund balance is taken each year for the operating budget. The rest of the investment returns are used to increase the fund's principal so that in future years the amount taken for the operating budget can grow with inflation. The power of an endowment is that it is a permanent, stable contributor to income.

Where does Seashore stand?

Developing an endowment has become an increasingly important goal at Seashore. Though still in relatively early stages, we are very pleased to announce that the total of our endowment is now over \$2,200,000. With normal investment returns this amount will generate nearly \$110,000 for each year's budget, in perpetuity!

How has Seashore's endowment grown?

Bequests from long-time members have been the key to the endowment's growth. Some years ago, member and former officer Alex Hamilton left his residence near the Museum to Seashore. We sold the house, clearing about \$75,000.

Several years thereafter, another long-time member, Steven Hall, left more than \$700,000 to the endowment. More recently, long-time member George Jones left more than \$400,000 to the endowment. A number of other bequests have also helped build the fund, mostly for general use but with some dedicated to specific restricted fund projects.

As well, a number of members have generously made cash donations, some matched by their employer. The generosity and foresight of all of these Seashore supporters is something for which we owe a tremendous debt of gratitude. Thanks to all of who have helped build the endowment!

How is the money managed?

The funds are invested in low fee Vanguard index funds—90% in the Balanced Index fund (a 60%-40% split between Wilshire 5000 stocks and investment grade bonds) and 10% in the Total International portfolio. This allocation was devised as a prudent, low risk, well-diversified means of providing a stable flow of operating funds, while preserving the endowment's purchasing power. My background in the investment field helped with this (I was an officer in Boston money management firms for over 20 years), especially as I was able to solicit the investment selection expertise of a former colleague who had over 30 years in senior roles in some of the best-known firms in the Boston investment community and had extensive experience in managing endowments. Our services were donated, avoiding professional fees that otherwise would have been incurred.

How can members help?

We must continue to work to increase the endowment total, and that is where you can help, both by contributions and/or pledges or by helping us contact other potential donors both within and outside of our membership.

Cash donations are always welcome—but of great importance is to consider Seashore's endowment in long-term planning, such as including it in your Will, as the members mentioned above did.

Seashore's members and supporters have been the driving force in assembling our collection, building the Museum, and establishing our restoration program. Now it is up to us to play a similar leadership role in laying the financial foundation for Seashore's long-term success!

Founders Legacy Society

To recognize members who do include the Museum in their long term giving plans, several years ago we launched *The Founders Legacy Society*. This recognizes and honors those who pledge at least \$10,000 through a bequest or other planned giving mechanism. For more information please go to our website and click on **Donate** then **Planned Giving** (<https://trolleyuseum.org/support/planned-giving/>) or phone Executive Director Katie Orlando at 207-967-2800 ext, 101. Joining The Society provides a unique opportunity to gain the personal satisfaction of helping to preserve transit history for generations to come.



Seashore
Trolley
Museum

2023 Season Events!

195 Log Cabin Road | Kennebunkport, Maine

Open 9:30AM-4:30PM on
Wednesday—Sunday from
June 1 thru October 29 and
weekends in May and
December.

May

Saturday, May 6th: Opening Day & Maine Day! Admission for Maine residents is \$2.07; youth 16 and under are free. Special cars in our Maine collection will be featured!

Sunday, May 14th: Mother's Day. Mothers admissions are free! Behind the Scenes Shop Tours will be offered from 11AM—1PM.

Saturday, May 20th and May 27th-May 28th: Military Appreciation Days. Active duty military personnel and veterans' admissions are free!

June

Saturday, June 3rd: Speeder Day! Take a ride on one of several Speeders visiting Seashore for the day!

Sunday, June 4th: Dress Like a Conductor Day. Youth ages 16 and under who dress like a conductor get free admission!

Saturday June 10th Pride Day. \$3 from each ticket sold this weekend will benefit local LGBTQ+ nonprofits!

Sunday, June 11th: Dog Appreciation Day. Dogs are welcome every day at the Museum; come today for special dog-friendly door prizes!

Saturday-Sunday, June 17th-18th: "I've Driven By Several Times But I've Never Been Down the Driveway" Days. Free admission to York County, Maine residents who have never taken a trolley ride on our electric railway!

Sunday, June 18th: Father's Day. Fathers' admissions are free! Behind the Scenes Shop Tours will be offered at 11AM and 1PM.

Saturday-Sunday, June 24th-25th: Dino Trolley!

Wednesdays in July & August Ice Cream Night!

Join us from 5:30PM-7PM for ice cream sundaes and a trolley ride! Admission is only \$12/per person; children 2 and under are free.

We partner with a different nonprofit from our community at each Ice Cream Night, and they will get 50% of the proceeds! Check out our website Event Calendar for a list of benefiting nonprofits.

July

Saturday, July 1st: Canada Day. Canadian residents' admission is free. Special cars in our Canada collection will be on display.

Wednesday, July 5th: Seashore Turns 84! Celebrate with us with treats!

Saturday, July 8th: Corn Hole Tournament. Register in advance online. Cash prize! Proceeds benefit Seashore.

Sunday, July 9th: Moxie Day. Free samples of Moxie and Diet Moxie.

Saturday, July 15th: Crazy Hat Day. Wear a crazy hat today and get free admission! Regular hats worn on usual days don't meet this definition.

Saturday-Sunday July 29th-30th: First Responder Days. To show our appreciation, first responders' admission is free.

For more information, the most up-to-date schedule,
and to purchase tickets, please visit
www.trolleyuseum.org

Free Story Time! Wednesdays – Fridays, July 13th - August 19th @
10:30AM Join us for a fun, 30-minute story time. Bring a picnic lunch!

August

Saturday, August 5th: Boston Day. Transit artifacts from the Boston collection will be featured.

Saturday-Sunday, August 12th-13th: Dino Trolley!

Saturday, August 19th: Members Day & Open House. Members have the opportunity to ride and operate cars in our collection and participate in special workshops! Admission is free for all guests.

Saturday, August 26th: Pirate Day. Aaarghhh! Walk the plank to the museum today dressed as a pirate and get free admission!

Sunday, August 27th: Ham Radio Day. The York County Amateur Radio Club will be operating throughout the day. "Get on the air" and meet new radio friends from around the world!

September

Saturday-Sunday, September 2nd-3rd: Model Railroad Layout Days. Check out model layouts and displays in our Exhibit Room! The Pump Car will be out on Sunday for guests to enjoy, weather permitting.

Sunday, September 10th: Grandparent's Day. Grandparents' admissions are free!

Pumpkin Patch Trolley

Fridays-Sundays & Indigenous Peoples' Day

September 22nd-24th, 29th – October 1st, 6th-9th & 13th-15th

Ride a trolley to Seashore's Pumpkin Patch; all guests get to pick out a pumpkin. Enjoy fun, fall festive family games and activities for all ages!

October

Saturday—Sunday, October 21st & 22nd: Teacher Appreciation Days.

To show our appreciation, teachers' admission is free! All teachers will receive a free chance to enter to win door prizes!

Friday — Sunday October 27th-29th: Happy Trolleyween! Participate in our "ghost hunt" for a chance to win a free 2024 family membership! Costumes are encouraged.

December

Friday-Sunday, December 1st-3rd and 8th-10th: Christmas Prelude Trolley Rides! Ride on heated, decked out trolleys, free hot chocolate, SANTA and more! Check out our website for the details as the event gets closer, and be sure to purchase tickets in advance of your visit.

Regular Admission

Adults (ages 17 – 59): \$13.00
Adults (ages 60+) and
Children (ages 6-16): \$11.00
Children (ages 3 – 5): \$5.00
Children (ages 0-2): Free!

Become a Member!

Individual Membership: \$40
Youth up to age 18: \$25
Plus 1 Guest & Family
Memberships: \$60



From the **TOWN HOUSE SHOP**

By David Rogers

DR

As winter is upon us and a couple of the coldest days of the season are due at week's end, we hunker down to a variety of work. We are enjoying the comfort provided by the new Restoration Shop heating system that was installed in early November.

Efforts continue on big projects like repairing significant damage to the trucks under **Dallas 434**. The #1 truck is in the reassembly stage of that work. We are investing in tooling that we either don't have or is worn beyond any reasonable use. While it will be awhile before it is ready for reliable fleet service, we hope to have it moveable so we can reconfigure the layout of the cars in the shop.

Bay State Street Railway 4175 has been an active project for several months now as rewiring has been an ongoing project for year-round volunteer Rick Whetstone. We are fabricating parts for the destination sign enclosures and planning for the other items needed to get those operational. Year-round volunteer Nick Ouellette has completed the restoration of the trolley poles (which has become a specialty for him). They are on the roof but not installed yet as the car is too close to other items to allow them to be bolted into place. Shop Foreman Brian Tenaglia is working out the details of the parts of the restoration that will require the staff to complete. Some work has been done on the trucks and Bill Catanesy is busy getting the controllers back into game shape.

Lexington & Boston 41 is quiet right now as there is not much to be done that doesn't require being out in the barn and the temps are too low to make any real progress. We are thinking we may need to get it back onto its truck, at least temporarily, so we can move it to make the layout of the cars in the shop more conducive to the work we have planned.

Connecticut 1160 continues to make progress. Since we last reported on it we have found a non-asbestos material and a vendor who has fabricated that material into the various parts that come together to form an arc chute. Bill has been assembling them in preparation for installation. It is always curious to see and address the challenges that come with all of this work. One of the arc chute challenges (beyond the non-asbestos alternative) was finding the correct screws to reassemble them. They did not strike us as at all uncommon but it took several weeks to find and settle on a vendor that could actually deliver. We struck out at the local hardware stores, Fastenal, Bolt Depot and Amazon. The screws are in hand now and the arc chutes will be reinstalled soon.



Master Woodworker Seth Reed prepping a component for the Narcissus sill.

DR

Eastern Mass 4387 has been doing yeoman's work throughout the season suffering from only the minor things that plague all vehicles of this age. There is a significant effort underway to get the windows in proper repair and appearance. Volunteers will be leading the charge on this effort, led by Arthur Morin.

Boston Elevated 5821 has served up some unwelcome surprises toward the end of the season. As Brian has been inspecting it he has discovered that it also has truck damage not unlike that of the 434D. It will spend the winter with us in the shop as we formulate a plan forward that car. All of our fleet is important and some cars for special reasons. This is one of the two cars in the present fleet that can accommodate the mobile-lift. While we are working on the 5821 and in window repair mode for the 4387, the 5821 will be getting some window work done as well.

Wheeling, WV 639 will need a bit of off season attention as most cars do. It worked well through the regular season and into Prelude. We need to deal with door related issues such as discovering and dealing with why some of the doors want to come off of their tracks. Also, after two years of pretty reliable service, the two 12 volt, lead-acid batteries we put in service in the beginning of the 2021 season have run their course and need to be replaced. We will wait until just before the season starts to order in two new batteries so the doors will run as expected when the season begins.

D.C. Transit 1304 is in a better place than it has been in a while. Brian believes the wonky charging circuit is now correctly updated to perform as it is meant to. It will need to perform a series of trial runs without incident before we clear it for "limited" service. It is not a certainty at this point but we are hoping that it might see some light passenger activity this season. We have also engineered a convenient means of topping off the batteries with an external charger so it is not necessary to turn on the overhead to provide this PCC with a maintenance charge every month or so.

The Narcissus has reached a point in its process where the nature of the work is showing more visible results. When you spend weeks servicing parts that then need to go into storage until we're ready for them or you have to spend many days sandblasting the undercarriage of the car to assess the extent of the damage from decades of use in a coastal setting and additional decades as a summer cottage, that work can be a little difficult to see. Now, we have the second of the pair of iron C-channel and the corresponding southern yellow pine side members installed and the car body has been raised the additional 6-8" so the threaded rods that hold the top to the bottom can clear the large wooden timber sufficient to pass those rods through the holes in the long timber they will be bolted to. This kind of progress is more visible. Project Manager Ernie Eaton and Master Woodworker Seth Reed have been very busy over the past several months.

We have scheduled a significant clean-up and reorganization of the metal shop reorganizing the tools and accessories we need and removing the things that don't make sense any longer. We are constantly adding to the efficiency level of the shop and hope this effort will be a major advancement of that effort.

The wood lathe that year-round volunteer Jim Hamlin donated in the fall has been put in safe working condition with the addition of a belt guard and a slam-style off button as is a best practice for this type of gear. This was largely an effort of year-round volunteer John Ware with a few others in support.

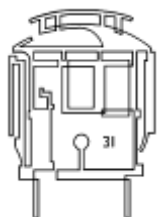
In closing, I'd like to applaud all of the teams that have worked so diligently to make the museum as successful as it is, from Track to Overhead to Operations, Buildings and Grounds, Museum Store, the staff in the Visitors Center office and of course, our amazing volunteers. Thank you for all that you do!



Restoration Manager Donald Curry conducts curatorial research for Bay State 4175. Donald served as our Shop Manager for over 60 years and he now volunteers year-round.

From left to right: Master Woodworker Seth Reed preps a crown piece for the Narcissus. Seth is marking precise holes in the piece by comparing a CAD design made by Project Manager Ernie Eaton. Bill Catanesye works on Connecticut 1160's controller. Bill and year-round volunteer Rich Coots admire Bill's work. Rich Coots tackles the Shop's stairwell refresh project during the off-season.





New England Electric Railway Historical Society

P.O. Box A

Kennebunkport, ME 04046

