

# The DISPATCH

Magazine of Seashore Trolley Museum  
New England Electric Railway Historical Society  
January—February 2019 Vol 62 No 1



Connecting YOU to Transit History

## IN THIS ISSUE

Seashore Turns 80!

Above and Beyond  
the Call: CC Clapp

Call for Annual  
Meeting—Saturday,  
April 27, 2019

News from the  
Executive Director

2019 Season Events  
Calendar

Endowing Seashore's  
Future

Thank you 2018  
Donors!

News from the Town  
House Shop

Collection Spotlight:  
Key System Transit  
Co. No. 804

Volunteer Help  
Wanted!

Member Spotlight:  
Jim Tebbetts

Announcements  
from Members

## Seashore Celebrates 80 Years!

Compiled by Phil Morse and Katie Orlando, with photos from the Seashore Trolley Museum Collection.

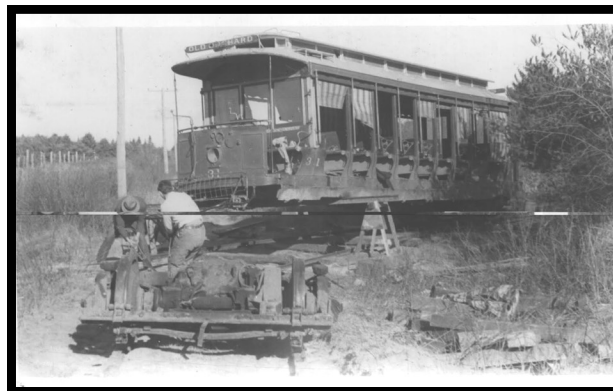
As we gear up for our 80th Anniversary celebration in July 2019, we will proudly feature our Museum's history in *The Dispatch* and on social media all year long. Our history is told not just through our collection, but through our unsurmountable members, who over the years have given their all to ensure our Museum's present and future. We are looking for members who would share their personal stories similar to the story shared in this issue showcasing CC Clapp, as well as photos to help us continue to grow our collection. If you are interested, please contact Katie Orlando at 207-967-2800 x101 or [director@neerhs.org](mailto:director@neerhs.org).



At the end of the line in Old Orchard Beach, Maine, on June 18, 1939, a group of electric railway enthusiasts had chartered open car No. 31 for a fan trip. A few of the riders, during this fateful excursion, discussed the idea of saving this open car from being scrapped. That conversation would lead to the acquisition of the car, which began what would become Seashore Trolley Museum, founded by John E. Amlaw, Horton K. Banks, Charles A. Brown, Thomas H. Brown, Gerald F. Cunningham, Lucien B. Phinney, Theodore F. Santarelli de Brasch, and Daniel M. Twomey.



Car 31 arrived in North Kennebunkport on July 15, 1939. Car 31 is seen here sitting in the field that was part of the original 10 acres.



A short section of track and ties were laid and the trucks were placed under the car by November 1939. The car would receive a fresh coat of paint in time for the winter. 1940 would bring No 38 from Manchester, New Hampshire and No. 615 from the Portland Railroad (and Biddeford & Saco Railroad). 1941 would bring No. 60 from Manchester, New Hampshire. Then WWII brought a pause to acquisitions. 1946 brought nine pieces of equipment.

### Financial Statement

Expenditures	
Purchase of cars	\$250.00
Moving cars to right of way	327.00
Tools, parts, & materials	93.50
Wages and trucking	15.00
Postage & miscellaneous	20.00
Balance on hand	8.00
<b>Total</b>	<b>\$713.50</b>
Receipts from shares, bonds, & trips	\$713.50
<b>Total</b>	<b>\$713.50</b>
We owe for materials & services	\$40.00
<b>Total</b>	<b>\$40.00</b>

We need can buy a 40kw generator, enough to put the present system into operation, for \$100.00. A stockholder offers to donate an engine to drive the generator, also the coupling to connect them. A simple shelter can be built for \$10.00. Thus \$110.00 will put us into operation, making our road infinitely more interesting and valuable.

The Society's first financial statement, published in the first Annual Report, in October 1940. Our first name was "Seashore Electric Railway Company."

Founding member Ted Santarelli shared in an interview on October 1987, "This is the way we started, with one car, with no great thought that we were going to have more cars or that we would develop into a museum of this size."

## **“Above and Beyond the Call:” Sharing Our history through the lens of long-term, active member and volunteer, Cecilia “CC” Clapp**

By Dann Chamberlin

When I first became active at Seashore in the early 1970s, I very quickly became aware of this ubiquitous presence around the property who was always in the right places at the right times, doing on a daily basis whatever it was that needed to be done. This quite literally included everything from diving beneath a balky streetcar to make a quick repair, to selling admission tickets, to re-filling the Coke machines, to performing everyone's favorite task, cleaning the restrooms. I quickly became both admiring and amazed at the total dedication to Seashore demonstrated by CC Clapp. What an example she was setting for the rest of us!



CC Clapp is known by most active members and volunteers as the one who always jumps in to help when needed. Here, CC is on her way to restock the Coke machines.

I started writing this article in 2009; at that time I was editor of *The Dispatch*, but transitioned to museum president before the article was able to be published. The December 2018 honoring of CC at the Volunteer and Donor Appreciation Dinner, again, as with this article, something that was long overdue, provided the impetus to dig out and update the earlier draft. I was delighted to be able to locate it, including the copy with CC's notations and additions.

It must be said that it took quite a bit of gentle persuasion on my part to get CC to sit down and be interviewed, for among her many admirable qualities is an utter lack of desire to call attention to herself. When the interview finally took place, parts of half a century of Seashore history unfolded right before my fascinated ears.

We all have our stories about how we first became aware of Seashore's existence, our first visit, and how we came irresistibly attracted to our collection and our mission. CC's is certainly one of the better ones. When she was in high school, there was a newspaper article about the moving of a number of Boston streetcars to Kennebunkport, a story that stuck in the back of her mind. On a vacation in 1957, she went to hike the Appalachian Trail in the White Mountains of New Hampshire. At the Lake of the Clouds hut she ran into a then-forest ranger by the name of John Coughlin, who just happened to be an active member at Seashore. She made arrangements with John to hitch a ride to Kennebunkport in September of 1957. She describes her reaction to Seashore as one of "utter" fascination. "I've always had a strong technical interest, even though I'm not from a technical family. The Museum offered a hands-on opportunity that I could get in no other way." CC recalls that her first project was not exactly hi-tech, involving as it did doing a tar-paper roof job on Connecticut Company 1160. Today, Car 1160 has been beautifully restored under the leadership of the late Roger Somers, and operates regularly.

Back then, streetcar operation was ending in many cities, and CC promptly became active in efforts to preserve as many vehicles as we could. She recalls a day spent salvaging parts from old Boston cars at Everett Shops, and then going to Montreal the next day with "Founding Father" Ted Santarelli for initial negotiations for the cars we wanted from that city. She recalls sitting there with the representatives from Montreal with a good bit of grease remaining on her hands from those salvaging operations at Everett Shops the day before. How typical Seashore!

CC was involved in several more important car acquisitions. She went to Canada for the last runs of the Quebec Light and Power interurbans, one of which (Car 454) we have preserved. In 1962, she returned to Montreal to participate in the moving of four cars from that city, and later the same year she was in Wheaton, IL to help get Chicago, Aurora & Elgin Car 434 ready for movement to Seashore on its own wheels in a freight train.



CC (red hardhat), helping to problem-solve getting a new arrival off the trailer it arrived on and onto track.

Today, CC, Donald Curry, and Jim Schantz are about the only ones still active from what might be called the "second generation" of dedicated Seashore volunteers. The first generation - Ted Santarelli, John Amlaw, Alex Hamilton, George Burdick and others - founded the Museum and brought the first cars here. The second generation continued to acquire cars that validated our claim to be the world's largest electric railway museum. Additionally, they began to build covered storage space; Burt Shaw South Boston, Highwood, Central and Fairview barns were all built between 1954 and 1975. Cars came here and barns were built, all on a financial shoestring. The folks who accomplished these amazing things were, and are, heroes and heroines - all of them.

CC was very active in helping to create covered storage space for our collection, beginning with work on our first such facility, the Burton B. Shaw South Boston Carhouse. She helped to build the "Quonset Extension," the wooden "annex" to the present Donald G. Curry Town House Shop. John Coughlin designed the Riverside Carhouse, and she and John took the lead in building it. She recalls building some of the roof trusses on her own and bringing what seemed like endless pounds of six inch nails to fasten timbers to the sides of the poles.

*Continued on page 3*

## *New England Electric Railway Historical Society Seashore Trolley Museum and the National Streetcar Museum at Lowell*

### *Call for Annual Meeting - Saturday, April 27, 2019*

Notice is hereby given, pursuant to Article IV, Sections 1, 2, & 3 of the NEERHS By-Laws, that the Annual Meeting of the Society will be convened Saturday, April 27, 2019, at 11:00 AM in the Exhibit Room of the Visitors Center at the Seashore Trolley Museum, Kennebunkport, Maine, for the purpose of electing trustees by ballot and voting on any other business which may be brought before the meeting. The Board of Trustees will meet following adjournment of the Annual Meeting and will elect officers for the coming year.

By order of the Trustees  
Susan Driscoll, Clerk of Corporation

#### **Annual Meeting Day Schedule** as of 2/11/19

10AM	Visitors Center Opens - Coffee/tea available
11AM-1PM	Voting for Trustees
12PM-1PM	Lunch Available
1:15PM-3PM	Officer Reports
3PM	Election Results Announced
3:30PM-4PM	Board of Trustees Meeting
4PM-4:45PM	Closing Reception with complimentary light refreshments

#### **Other Activities**

- Museum Store will be open from 10AM to 1PM
- Library Committee Book Sale all day
- Members are encouraged to tour Fairview Barn
- Car operation will be determined by weather
- Members are encouraged to help with work projects to help prep for the 2019 Season—wood chipping and display car washing/cleaning

If you would like to volunteer to help with one of our work projects or to serve lunch, please contact [director@neerhs.org](mailto:director@neerhs.org).

## *Above and Beyond the Call (continued from page 2)*



CC pictured here with the similarly legendary Ben Minnick.

There are many legendary tales in Seashore folklore of various Perils-of-Pauline-type mishaps in the process of bringing cars to Seashore. CC was in on one of the best of these stories, one that I heard for the first time during our interview. In late 1963, Cars 420 and 755 from the North Shore Line (which had ceased operations in January of that year) made it to Mechanicsville, NY, the interchange point between the New York Central and Boston and Maine railroads. At that time, Seashore had friends in high places in the form of several devoted Seashore types who were also Boston and Maine employees. Additionally and most importantly, they held positions on the railroad that, when combined, could and did make up a complete and qualified B&M train crew.

And so it was that one fine day this qualified crew, along with CC, rode out to Mechanicsville on a caboose in a regularly scheduled freight train. That night, things had been carefully arranged with a dispatcher and train crews for a "freight extra" that consisted of a diesel locomotive and two North Shore cars! And so eastward they went, through the 5.75 mile Hoosac Tunnel (longest east of the Rockies!) and on through Greenfield, Fitchburg, Ayer, Lowell, and on up to Dover, New Hampshire. There, the two cars spent the winter in the Dover engine house. In the spring another "freight extra" brought the cars from Dover to the Kennebunk siding.

Of course, these "freight extras" would be impossible today, given greater accountability and concerns about liability. But that was a more relaxed time. Not too many folks could ever truthfully claim that they rode a North Shore car through the Hoosac Tunnel. CC is one of them. Every time I see those cars, I think how much fun that trip must have been!

In recent years, CC has served faithfully as "clerk of the corporation," gathering reports, creating agendas, taking minutes, and distributing all these materials before trustees meetings. Again, nothing glamorous—just vital stuff that absolutely has to be done consistently well if we are to function as an organization.

The bottom line here is that we all owe CC a huge debt of gratitude for all she has given, and continues to give, to Seashore for more than sixty years!

## From the Desk of the Executive Director

By Katie Orlando

Hello Members!

It has been quite the busy winter at the Seashore Trolley Museum. Thanks to our year-round staff and volunteers for keeping the work going during our off-season months!

We are gearing up for great programs, initiatives, and events at the Museum in 2019! New this season—Daniel Tiger IS coming to Seashore AND the Pump Car will be featured at several events. We are bringing back Ghost Trolley in October, and we're adding new Christmas Prelude events. We're looking forward to appreciating our neighbors, those who self-sacrifice everyday, and guests who live in states where our operating fleet originates!

Thank you to the 104 members who filled out our Membership Satisfaction Survey, shared in the last issue of *The Dispatch* and on our social media. Our Board of Trustees and invited guests spent a full day this month working on strategic planning; your survey responses will help guide us as we continue to shape the future of our Museum.

I enjoyed meeting our members and my peers from transportation museums in the Northeast who attended the Springfield Railroad Show, as well as Winterfest at the New York Transportation Museum (Rush, NY). Thanks for making me feel welcome!

Lastly, be on the lookout for a Annual Appeal mailing in March. Our Annual Fund goal in 2019 is to raise \$125,000 and we need your help. Thank you in advance for your continued financial support! Let's make our 80th year one to remember!



### 2019 Annual Fund Objectives

MUCH Needed Track Maintenance:	\$36,000
Keeping our Operating Fleet Running in 2019:	\$59,000
Improvements to Display Barns, Exhibits and Grounds:	\$10,000
80th Anniversary Celebration Events & Initiatives:	\$20,000
<b>Total Annual Fund Campaign Goal:</b>	<b>\$125,000</b>

Show Your Support For This Mission-Critical Work And Donate At:  
<https://trolleymuseum.org/support/donate/>

## Featured 2019 Projects: Enhancing the Experience of our Members and Visitors



### Purchasing a Mobilift Project Cost: \$10,000

Thanks to members who helped us kick start this fundraising campaign on social media in November, we have raised nearly \$2,000 already! This lift will help our members and guests who are unsteady on their feet, or use walkers or wheelchairs, access our streetcars with ease!



### Trolley-Themed Play Area! Project Cost: \$12,000

Many members and guests have commented how nice it would be to have a playground for our young guests to burn off their energy, away from our exhibits and display barns. Help us make this vision a reality!

Show Your Support For These Projects  
And Donate Today At:  
<https://trolleymuseum.org/support/donate/>



### Tower C Exhibit Space Project Cost: \$5,000

This tower has quite the story! Help us tell that story by donating to Phase 1 of our rehab project, which is to get the first floor exhibit-ready with new flooring and new walls.



# 2019 Season Events!

Open 10AM-5PM daily from Memorial Day—Columbus Day; weekends in May, October, and Christmas Prelude.



= Experience our Pump Car!

## May



**Saturday, May 4<sup>th</sup>: Opening Day!** Admission for Maine residents is \$2.07; children 15 and under are free. Out-of-state guests celebrating "May The Fourth Be With You Day" by dressing in Star Wars gear also get in for \$2.07! Special cars in our Maine collection will be displayed.



**Saturday, May 11<sup>th</sup>: Minnesota Day.** To honor Minnesota's statehood anniversary, car 1267 will be featured and celebrated. Residents of Minnesota get in free!



**Sunday, May 12<sup>th</sup>: Mother's Day.** Mothers' admissions are free! Behind the Scenes Shop Tours will be offered at 11AM and 1PM.



**Saturday, May 18<sup>th</sup>: Armed Forces Day.** Active duty military personnel and veterans' admissions are free!

## June



**Saturday, June 1<sup>st</sup>: Business Member Appreciation Day.** Seashore's business members will be featured. All guests will get one chance to win door prizes donated by our business members!

**Saturday, June 8<sup>th</sup>: Superhero & Royalty Day!** Dress as your favorite superhero, or as royalty! Special activities will be set up around campus.



**Sunday, June 16<sup>th</sup>: Father's Day.** Fathers' admissions are free! Behind the Scenes Shop Tours will be offered at 11AM and 1PM.



**Thursday, June 20<sup>th</sup>: West Virginia Day.** To honor WV's statehood anniversary, car 639 will be featured. Residents of WV get in free!



**Friday, June 21<sup>st</sup>: New Hampshire Day.** To honor New Hampshire's statehood anniversary, car 38 and City of Manchester will be featured. Residents of NH get in for \$6.03! (NH children 15 and under get in free).



**Saturday, June 29<sup>th</sup>: First Responder Day.** To show our appreciation, first responders' admissions are free.

## July

**Wednesdays in July: Ice Cream Night!** Join us from 5PM-7PM for ice cream sundaes and a trolley ride! Admission is only \$7/per person; children 2 and under are free.



**Monday, July 1<sup>st</sup>: Canada Day!** Canadian residents' admission is half off. Montreal car 2, our "Golden Chariot," will be featured.

**July 5<sup>th</sup>-8<sup>th</sup>: 80<sup>th</sup> Anniversary Celebration**

**Friday, July 5<sup>th</sup>:** Speakeasy-themed Game Night at the Museum, 7PM.

**Saturday, July 6<sup>th</sup>:** Model Railroad Layouts! Trolley Parade at 1PM.



**Sunday, July 7<sup>th</sup>:** Model Railroad Layouts! Book signings, readings.

**Monday, July 8<sup>th</sup>:** Model Railroad Layouts! Massachusetts Day! Admission for MA residents is half off!

**Sunday, July 14<sup>th</sup>: Moxie Day!** Experience a Moxie Invasion!

**Saturday, July 20<sup>th</sup>: Daniel Tiger Comes to Seashore!** Take a trolley ride to meet Daniel Tiger, son of Daniel Striped Tiger from the PBS series Mister Rogers' Neighborhood. Pre-purchase tickets online.



**Saturday, July 27<sup>th</sup>: Connecticut Day!** CT cars 303, 838 and 1160 will be featured. Admission for CT residents is half off!

**Story time!** Mondays – Fridays, June 24<sup>th</sup>– August 30<sup>th</sup> @ 11AM  
Join us for a fun, 20-minute story time before taking a ride on a trolley!

**Special Fleet Rides** Mondays – Fridays, June 24<sup>th</sup>– October 14<sup>th</sup> @ 1PM  
Each weekday will feature a ride on a special trolley, rarely operated!

## August

**Wednesdays in August: Ice Cream Night!** Join us from 5PM-7PM for ice cream sundaes and a trolley ride! Admission is only \$7/per person; children 2 and under are free.



**Saturday, August 3<sup>rd</sup>: Teacher Appreciation Day.** To show our appreciation, teachers' admission is free today! All teachers will receive a free chance to enter to win door prizes!

**Saturday, August 10<sup>th</sup>: International Day.** International visitors admissions are half off. Cars from our international collection will be featured!

**Sunday August 11<sup>th</sup>– Monday August 13<sup>th</sup>: Meteor Shower Viewing.** Visitor Center field. 9PM-12AM. Free admission for members.



**Thursday, August 15<sup>th</sup>: Chamber Business After Hours, 5PM-7PM.** Business members from both area Chambers (Kennebunk/Arundel/Kennebunkport and Biddeford-Saco) will be joining us for an evening of great food, beverages, and trolley/pump car rides!

**Saturday, August 17<sup>th</sup>: Dog Appreciation Day.** Dogs are welcome every day at the Museum, but today we will have special door prizes and more!

## September



**Sunday, September 8<sup>th</sup>: Grandparent's Day!** Grandparents' admissions are free! Behind the Scenes Shop Tours will be offered at 11AM & 1PM.

**Saturday-Sunday September 21<sup>st</sup>, 22<sup>nd</sup>, 28<sup>th</sup> & 29<sup>th</sup>: Pumpkin Patch Trolley.** Ride a trolley to the Seashore Pumpkin Patch to pick out a pumpkin to take home and to play fun family games and activities! Pre-purchase tickets online.

## October



**Saturday, October 12<sup>th</sup>: Members Day.** Members have the opportunity to ride and operate special cars in our collection and participate in special workshops!

**Friday-Saturday October 18<sup>th</sup>-19<sup>th</sup> & 25<sup>th</sup>-26<sup>th</sup>: Ghost Trolley, 7PM-9:30PM.** Prepare to be scared! Take a ride down Seashore's haunted track if you dare to our carbarn of terror, but beware of the Ghost Trolley! Pre-order tickets online.



**Sunday, October 27<sup>th</sup>: Trolley-ween!** The last day of our regular operating season! Participate in our "ghost hunt" for a chance to win a free 2020 family membership! Costumes are encouraged.

### Regular Admission

Adults (16 – 59): \$12.00	Children (6 – 15): \$9.50
Adults (60+): \$10.00	Children (3 – 5): \$5.00
	Children (0-2): Free!

### Become a Member!

Individual Membership: \$35
Family Membership: \$60
Student/Senior/Military: \$30

*Seashore Trolley Museum is Dog-Friendly!*

For more information, the most up-to-date schedule, and to purchase tickets, please visit [trolley museum.org](http://trolley museum.org)

## ***Endowing Seashore's Future***

*By Jim Schantz, President & CEO*

One of the keys to Seashore's future prosperity is to continue development of the vital resource that is the endowment so that we can celebrate many more anniversaries for many years to come.

### **What is an endowment?**

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. If the total in the endowment fund is \$100,000 then the fund can provide \$5,000 a year, every year, and, if the investments are managed properly and market returns are generally positive, the amount will grow with inflation. If the endowment fund has \$1,000,000 the amount provided would be \$50,000 per year; if the fund is \$10,000,000 the annual draw could be \$500,000—enough to cover a large part of Seashore's total annual general fund operating budget.

### **Do Museums like ours have endowments?**

The unfortunate reality is that essentially all of the volunteer-founded rail museums did not build an endowment as they built their collections. As at Seashore, the cost of acquiring and moving cars, buying land, building carbarns, and beginning restoration projects consumed every dollar the organization could raise. The equally unfortunate reality is that unless these museums develop endowments, they will find it very difficult to survive. Fortunately, many of them are now focusing on building an endowment.

### **Where does Seashore stand?**

As many of you know, 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 \$1,640,000. With normal investment returns this amount will generate nearly \$82,000 for each year's budget, in perpetuity!

### **How has Seashore's endowment grown?**

Bequests from longtime 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 well-known member and trolley enthusiast, Lawson Hill, bequeathed Seashore a residual share of his estate. This gift was about \$62,000. Another long-time member, Steven Hall left more than \$700,000 to the endowment, the single largest bequest the Society has received in its 80 year history. 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, with at least one matched by his 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 Alex Hamilton and Lawson Hill did.

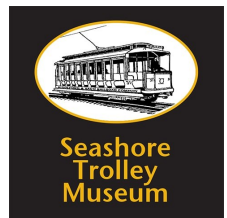
Seashore's members and supporters have been the driving force in assembling our collection, building the Museum, and establishing our restoration program. Now it is up to us to play a similar leadership role in laying the financial foundation for Seashore's long-term success!

### **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://trolley-museum.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.

# Thank you to our 2018 Donors!

Adlington, Ellen	Connolly, Thomas F. 4663	Hessler, Frederick 2121	McNeil, Roger and Joyce	Saenger, Fritz Jr. 1409	Wilson, Peter G. 645
Alcock, Sherri	Connors-Reynolds, Corey	Horn, M. Richard 4226	Mead, Everett R. 3300	Sanger, Donald F. 0845	Winkley, M. Dwight 0499
Allen, David W. 2628	Conrad, Edward A. 2430	Hoy, Lewis L. 0603	Meckes, Robert 5957	Sanner, Richard 5759	Wolfe, Julien 5769
Allen, Duncan 2487	Cook, Paul A. 0396	Hughes, Charles 2907	Meldrum, Philip H.	Santos, Stephen 1990	Wong, Howard 0561
Ames, Brewster, Jr. 5322	Cormier, Gerald 2444	Hughes, Joan 3827	Mercurio, John B., Jr. 3577	Savage, Eric A., Jr. 0210	Wood, John B. 2047
Anderson, Douglas R. 0438	Cosgro, Matt 4876	Hughes, Thomas H. 0265	Mesrobian, Ara 866	Scarborough Historical Society	Wyeth, Heuionalani
Arndt, Darrell T. 3121	Crawford, William 0095	Humanchuk, Robert	Meyler, Frank	Schantz, James D. 0119	Yee, Chester 2348
Aronovitch, Charles D. 3195	Crowell, Howard W. 1192	Hunter, Joseph H	Meyler, Maria & family	Schneble, Paul J. 2199	
Ashley, Thomas J. 0705	Cummings Family Fund	Iwanow, Agnes A. 5357	Middleton, John L., Jr. 2759	Schultz, Eric	
Astroth, Kurt 5743	Cunningham, Scott 3	Jayne, Allan W., Jr. 3715	Miles, Theodore 3822	Schumm, Brooke, III 886	
Austin, Roger W. -528	Curry, Donald G. 0183	Jennings, Andrew 4060	Miller, Edward C., Jr. 3432	Seferian, Rickworthe 0294	
Avy, Richard H. 1389	Davidson-O'Brien Family	Jentzsch, Detlef 3922	Miniter, John E. 1000	Sefranek, George A. 0582	
Bagnell, Joseph A. 3129	Charitable Fund	John Libby Family Assn.	Minnich, Ida Mae 0276	Semendinger, Paul R. 3783	<b>Gifts Given In Memory Of</b>
Bain, Henry W.D. 3612	DeGhetto, Michael S. 1437	Johnson, Karl F. 1037	Mistrik, Lee W. & Linda J. 1050	Sharratt, Tom 10056	Vern Davis
Baker, Jack 6204	DeLavega, Michael S. 1213	Johnson, Ralph 10085	Mooers, Daniel W.	Shaw, Margaret 6201	Norm Down
Barrett, James 1104	Deschene, Eugene 2555	Johnson, Sandra	Mooney, Daniel 2000	Sherman, Carol & Bob	Al Foster
Bartley, Barry	Dexter, Bruce	Johnston, David L. 1444	Mora, Jeffrey G.	Shipman, W. Stevens, Jr.	Don Gawthrop
Barwise, Barbara	Dexter, Steven	Jones, George W. 0297	Moracy, Peter	Shriver, John 1933	Stanley Glass
Barwise, Stanley 5819	Dingwell, Aubine	Jordan, John 1239	Morgan Stanley Smith Barney	Sidell, Pamela	Bob Hughes
Bass, Andrew 6162	Doherty, Joseph M. 5658	Joslin, James	Global Impact	Siegerist, Steven 3126	Edward Ide
Bassett, Richard C. 3779	Dolan, Donna	Judith Griffin	Morrison, Donald F. 1164	Silva, Russell B. 2373	Frank Johnson Jr.
Bates, Richmond 1039	Donaghy, Michael 10045	Kalka, Steven	Morse, James 10	Silver, Leonard W. 3535	George Jones
Bates, Sally A. 1234	DonateWell	Kaplan, Eliot M. 1327	Morse, Philip W. 2936	Simpson, William	
Bauman Family Foundation	Donnelly, John M., Jr. 5869	Kaplan, Richard	Morton, Thomas J. 5557	Skilling, Richard	
Bausch, Robert A. 1435	Dooks, Edward E. 2326	Keller, Ronald 6013	Mosteller, William 0674	Slattery, Virginia	J Emmons Lancaster Jr.
Belcher, Jonathan 3504	Dooks, Karen 4690	Kelliher, Christopher 1727	Mulligan, Philip J. 0270	Smith, Jane C	Scott Libbey
Bennett, Jeffrey Hall 5722	Down, Susan	Kenslea, Michael 2145	Mulvey, Henry O. 5960	Somers, Roger E.	Christopher M. McDonough
Bequaert, Frank C. 0318	Downs, George T. 5930	Kenson, George L. 2110	Mulvihill, James 4788	Sowles, John & Sylvia 10051	Ira Schreiber
Bishop, Chester E. 575	Dreckmann, Randolph H. 5361	Kerr, Kenneth H. 5643	Munroe, Russell F., Jr. 405	Spoth, Adele B. 1015	Roger Somers
Blake, Everett	Drobnik, John J. & Kathleen M.	Kirkpatrick, Dana 0152	Naugler, John R. 2877	Spoth, Christopher T. 0426	Edward Spoth
Blankman, Ronald J. 3439	Drye, Robert C. 4996	Klein, David E. 0924	NE Moxie Congress	Springer, Clinton H. 2608	Lester Stephenson Jr.
Bork, John E. 0172	Dudek, Eric 2102	Kohanski, Robert W. 0854	Network For Good	Stahl, Randy 2177	Andrew Tsihilis
Borst, Andrew M. 1302	Dulude, John R 4001	Kopcyński, David H. 3175	New Gloucester Historical Society	Stamm, C. William 0984	
Bottoms, Glen D. 1073	Dunlap, Edward C. 3625	Kornechuk, David C. 1319	Newman, David -3355	Stamoulis, Mark	<b>Gifts Given In Honor Of</b>
Bove, V. Michael, Jr. 2112	Eaton, Nancy H 2103	Kramer, Stephen A. 1602	Nobel, Michael	Starbucks Coffee Company	Sally Bates
Bowen, Andrew 4899	Edling, Richard E. 0531	Kulczak, Michael J. 2812	Non Plamer Gas Co, Inc	Starr, Bram 0505	William & Mabel Card
Bowles, David A. 4829	Ellis, Arthur S. 0786	Kyper, John S. 1642	Non Zoufaly, Thomas	Staphenson, Donald L. 0167	Kevin Farrell
Bownas, William T. 2861	Enters, Frederick 9613	LaFlamme, John R. 2994	Norkaitis, Neil F. 3929	Stoddard, Edmund L. 2668	John Fatula
Boyle, Milton Jr 1009	Entrot, Brian 5711	Lagace, Raymond 4933	Nowell, Winford T. 1342	Strain, James 1151	Sebastian Gleisberg
Brandt, William E. 3332	Fancy, John H. 1173	Langille, Neil F. 0246	Noyes, David 1083	Sullivan, John	John LaFlamme
Bray, Peter 1117	Farrell, Kevin T. 0698	Lansley, Christopher	Numrych, Sheila & Vaughn 5793	Sullivan, Mark E. 0857	Fred Maloney
B'Rells, Wayne 2391	Fatula, Audrey	Lapidos, Jack 2204	Ogarek, Michael 4178	Tallentire, Thomas L. 0226	Phillip Moberg
Brewster, H. Robert 3351	Fay, Gordon H. 0389	LaRoche, Thomas 4045	Olson, Gary P. 3267	Taylor, Debra D. & Michael	
Brill, Kenneth A. 2161	Fischer, Dennis 6058	Legenhausen, William H.	Orlando, Katie	Tello, Thomas A. 4877	
Brink, Kenneth H. 4836	Follansbee, David W. 3372	Lennon, Michael C. 0450	Orlowski, Stanley J. 2270	Terhune, Robert D. 1306	
Brisch, Clifford 667	Forman, Mark Leonard 0602	Leonard, James J. 4202	Osgood, Kenneth	The Boeing Company	
Brooks, Leonard	Francis, Patrick E. 1934	Lerrigo, George 10088	Pace, Michael R. 6085	The Conley Family Fund	
Brower, Carole 1095	Frank, Joe 10043	Lewis & Josephine	Page, Scott	The Pennsylvania Railroad	
Brown, Daniel T. 2935	Fulton, John P. 1341	Schneider Fund	Palmer, Theodore W. 0974	Tech. & Hist. Society	
Brown, Frederick, Jr 1859	Galindo, Thomas 2135	Liebe Hart, David 6224	Papin, Doloris	Thompson, Earl W. 5868	
Brown, Lawrence S. 0887	Gately, James E. 0258	Lilly, Jim	Parker, Douglas 7226	Thomson, Lewis Murray	
Bruce, Colleen & Mike Hickey	Gbur, Jonathan 5832	Litchfield, Rick 7559	Parks, Alan B. 1920	Tierney, David E. 2954	
Brumaghin, James B. 0570	Gebhardt, Wayne 1386	Littell, William 2214	Patterson, Allan 2143	Tieuli, Anthony 0444	
Brune, David 4148	Gelineau, David	Littlefield, Ralph R. 3872	Payne, Thomas 1238	Tirrell, James & Rita 1094-7555	
Buchholz, Roger C. 3876	General Electric Foundation	Lyons, Dennis J. 3443	Pence, Herbert 0417	Tobin, Roger G. 0155	
Buckley, Michael J. 3811	Geren, Catherine	Macaronas, Denise 3145	Perkins, Thomas 9547	Trefethen, Robert	
Bush, Phillip B., II (Capt.)	Gibbons, Nathaniel 1251	Maclsaacs, Steven 6096	Petillo, John A. 3928	Treiber, Gale E.	
Business Canvasworks	Gladwell, Barbara 3213	Mackell, James J. 5296	Petto, David & Ellen 10019	True, Melburne 4800	
Butler, Arthur 404	Gleisberg, Jeff & Kate	Mafriaci, Thomas 2392	Popov, Vsevolod 6767	Trueheart, William H. 4634	
Butler, Patrick 295	Glickman, Todd S. 2303	Mallory, William 3839	Ramsdell, Edward L. 5770	Tshilis, James & Maria	
Butts, William A. 1005	Goldsmit, Steve 3019	Maloney, Frederick J. 0837	Randall, Nathan A. 4444	Tshilis, Phillip 4023	
Callahan, William J. 5947	Golk, Harold C. 3973	Mandeville, Robert M.	Rapport, Charles L. 0419	Turner, Ed 5887	
Carlson, Roger 6093	Grady, John J. 5813	Mann, Charles E., Jr. 2704	Reardon, James F. 0165	Vaitkunas, James A. 1081	
Carrier, Douglas P Sr. 2213	Griffith, Charles A., Jr 169	Marcotte, Everett A. 5806	Reiman, Douglas 0069	Van Bokkelen, James B. 3258	
Carter, IV Frederic Derek	Gullbrand, Howard A. 3569	Margolis, Stephen 1093	RELX Inc	Van Tichelt, Robert 2254	
Casey, Thomas W 2023	Guptill, Robert V. 1440	Markey, Peter L. 1798	Renfroe, Lawrence 1509	Vandegrift, Thomas 7316	
Cashook, Jay 5949	Habermaas, Jon C.	Markwart, Henry C. 4905	Rice, Frederick H. 4101	Vardaro, Daniel 1029	
Catlin, Robert 10091	Haney, Richard R. 5848	Marnik, William M. 2945	Richard S. Erwin	Vitale, Louis 0460	
Chagnon, Denis 2225	Hanna, Steven R. 6221	Martin, Carl 3388	Rizzo, Al	Walton, Carlton 6059	
Chamberlin, Dann 0064	Hartling, David 4310	Martin, James & Karen	Robertson, David 2393	Ward, Peter	
Chase, Sally Ann	Harrison, Kenton 0045	Martin, Nancy	Robertson, Thomas A. 0229	Wartinbee, Ron 1709	
Chisholm, Colin G. 0799	Harrison, Mark 5851	Masters, Stephen C. 1843	Robinson, Charles C. 0839	Wasem, Ronald G. 4902	
Chittenden, Kevin M. 1541	Hartman, Brad 10065	Masulaitis, Anthony 2502	Rochester Area Community Fdn.	Watson, Mark F. 5781	
Clarke, Bradley H. 1002	Haskell, Peter D. 2271	McBride, Thomas G. 1459	Rosenberg, Ronny 0808	Welch, Martha M. 3874	
Clinton, John 1268	Havens, Joel R. 0197	McCloskey, James W. 1626	Rosevear, Lloyd	Wendell, Donald 4115	
Cobb, Leland D 1600	Hazinski, Joseph R. 0039	McConnell, Marion	Ross, Ernest 6200	Whitaker, Alan J. 3406	
Cohen, Daniel R. 934	Heenan, John A. 883	McDuff, Dona	Rosbach, Bernard 3301	White, Paul F. 0719	
Colarusso, James 1222	Heggeman, John 2014	McGill, Diane & Mark	Rothaug, Walter H. 0468	Wilson, Kenneth 712	
Collins, John J. 1436	Heiderich, Ronald Scott 2421	McGinley, Terence K. 3502	Rubin, Richard 1267		
Conard, R. Richard 3672	Heiges, Harvey E.	McMahon, James T. 2568	Ruddell, Thomas A. 0628		



## Donald G Curry Town House Shop Report

By Donald G. Curry and Randy Leclair

The furnace keeps the western, 2-story side of the Shop warm. We have several projects underway there, with occasional trips to the 'deep freeze' side of the shop only long enough to collect information or components for the ongoing projects.

**Brian Tenaglia** is overhauling one of Toronto 2890's motors so it can go under the truck no. 1. We await some friendlier weather to get 2890 ready to go. Eastern Mass 4387's motors are also getting tested and are awaiting installation.

**Jim Mackell** and **Heidi Schweizer** are readying the new cherry doors for Boston Type 5 5821 (**Fund 545**), a car that will be important for the upcoming spring. It was the victim of a wind-blown carbarn door getting in the way of a clear track.

**Twin City Rapid Transit Gate Car 1267** Transit Supply Co., 1907 (**Fund 764**) made its run over the Seashore Electric Railway, the first of any trolley, 66 years ago as of this month. Since that time it has spent much of its time outdoors or in passenger service. Its rattan seats have taken a lot of wear and are in need of re-caning regularly. **Heidi** has added the skill for doing these to her list of woodworking projects and is renewing the caning on one of the larger seats.

**Boston Elevated Ry/Metropolitan Transit Authority** Center-Entrance Motor **6131**, **1919 G. C. Kuhlman Co. (Fund 576)**.

One of 6131's stalwart workers throughout the winter is **John Mercurio**. He finished the new roof on the no. 1 end and is now on the no. 2 end. The 'box' where the work is being done is not big enough to work easily especially where the car's roof is pushing right up against the roof. The sides just barely allow a person to scrape by. There's still a huge amount to be done to getting 6131 back on track; this is a fascinating job but a lot of hard work and thinking. The next steps will be:

- Painting the ceiling and exterior clerestory – this will really brighten it up inside.
- Reconstruct the bulkheads and associated framing. When the car was remodeled into a sand car, they constructed a doorway on the motorman's right as the sand bins blocked the original way. Both ends ended up differently. When we started the whole job we found a goodly supply of prints for the parts that the Elevated would be using to rehab several cars for wartime use. These were the quick fixes but there aren't any prints for this area.
- The final stage for this part is installing the rat's nest of wiring circuits: control, lighting, auxiliary wiring, signals, air and heat. The wiring was all laid out and labeled but now will have to be run again, this time including the new sheet metal ducting that has been cut and painted, ready for installation.

**Portland-Lewiston Interurban – Narcissus** No. 14 Wooden high-speed interurban, Laconia Car Co. 1912, **Fund no. 816A**.

For the most part, work is divided into: Organization, Research, Inventory, and Fabrication.

One of the questions we're still researching is how closely can we follow the original finishes. **Amy Cole Ives** tells us the sashes, doors and trim were finished in a 'spirit varnish'. This appears not to be commercially available today. Modern equivalents include 'violin finish' and a pseudo 'spirit varnish' (both actually **shellac** with added resins). Making a true spirit varnish in-house is also not an option as it can **explode** if not done perfectly.

**Heidi** and **Ernie Eaton** have taken a careful survey of the window posts and columns for condition. They're finding that the major portion of the larger original posts won't pass muster so new ones are being fabricated. She's learning the art of straightening the ash as completely as possible before installing.

We have spent a lot of time on the 10 mahogany doors and hardware. Most of them are in good shape and have been filled and ready for the final finishes, which we have to determine shortly. They are equipped with substantial hinges and latches. Some have disappeared and will have to be recast, which will need machining after the raw castings return. All doors have the distinctive characteristic Roman arches. The four passenger doors are equipped with unique ball-bearing hinges, which were patented by Benjamin F. Foss of Gardiner, Maine. The motorman is enclosed between the bulkhead and the front dasher and train door. These doors divide the body into two sections: smoker and passenger and hang by sliding doors. The two halves are usually connected together by a suitable mechanism, so they close or open simultaneously. The mechanism consists of sprocket gears, tracking in a rack and stabilizing rail. The door at the smoker a single panel which Henry Vallee had removed the sheaves and replaced them with hinges. So we will need to cast and machine new sheaves and hangers. A "red herring" (there always seems to be at least one) in this case is an extra sliding door with no home. We're thinking that Vallee took one of the sister cars' doors before it was scrapped.

Each cab's bulkhead is equipped with night curtains to remove the glare from the interior lights. Over each narrow bulkhead side window is a small up and down curtain and a wider one over each of the sliding doors, hooked on in such a way that they open and close (rolling horizontally).

The shop staff welcomes a new addition, **Seth Reed**, to our team. With years of woodworking experience, Seth serves as our Cabinet-grade woodworker for the *Narcissus* and he will help us continue to move forward to meet our October 2021 restoration project completion timeline.



## Collection Spotlight: Key System Transit Co. No 804

By Richmond Bates, Assistant Curator

One hundred years ago, the United States was returning to “normalcy” after World War I. Automobile ownership was not widespread, and streetcars were the mainstay of urban transportation. In 1919, streetcar companies were purchasing new cars to expand service and to replace older, wooden trolleys with steel cars. Five of Seashore’s vehicles date from 1919: Denver & South Platte No. 1, York Utilities No. 82, Key System No. 804 and Boston Elevated Nos. 6131 and 6270. Of these, No. 804 traveled the farthest to reach Kennebunkport. No. 804, from Oakland, California, joins San Francisco cable car No. 48 to represent the Bay Area here at Seashore.

Key System and its predecessor, San Francisco-Oakland Terminal Railway, operated local streetcars in Oakland, CA as well as longer, interurban lines serving other East Bay suburbs. The system’s owners also owned area real estate, and the streetcar routes helped raise the value of their property, including resorts and an amusement park. As it expanded, the San Francisco-Oakland Terminal Railway built 20 custom-designed streetcars, Nos. 800 – 819, in its Emeryville shops in 1918-1919. In 1923, the company reorganized as the Key System Transit Co. The streetcar division was renamed East Bay Street Railways in 1930 and then East Bay Transit Co. in 1936. Key’s lines connected with ferries to reach San Francisco. The company had begun using the “key” slogan in 1903 based on a stylized map on which the system’s routes resembled an old-fashioned key, with three “handle loops” that covered the cities of Berkeley, Piedmont and Oakland, with a “shaft” in the form of the Key pier and the “teeth” representing the ferry berths at the end of the pier.

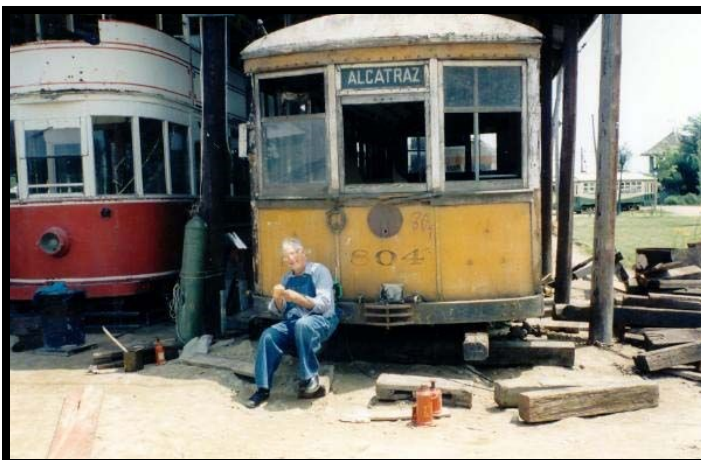
After the San Francisco-Oakland Bay Bridge opened in 1939, the Key System interurbans ran across the bridge into San Francisco. In 1946, National City Lines acquired control of Key System streetcars and interurbans. In 1948, Key converted the Oakland streetcar lines to buses following the pattern of other National City conversions. Key’s streetcars were less well known than its interurbans which continued running, with distinctive curved-side cars, until 1958. The Key System also provided rail freight service, a portion of which survives as the Oakland Terminal Railway.

When local streetcar service in Oakland ended in 1948, the Key System sold many of its street car bodies for use as cabins, storage sheds and chicken coops. W. Edgar Black, a walnut grower in Ivanhoe, CA bought No. 804 for use as a storage shed. Black had a particular interest in the streetcar because his father had worked as a mechanic for the Pacific Electric Railway. Most of the Oakland streetcar bodies eventually disappeared, but, in 1990, a cyclist spotted No. 804 in California’s Central Valley and reported it to the Western Railway Museum at Rio Vista, CA. That museum already had other Key System cars and declined to acquire the car. The Western Railway Museum suggested that Seashore might be interested. Seashore members Ben Minnich, Dan Cohen and Tom Santarelli made visits to see the car, and, in 1992, Edgar Black’s son, Charles Black, donated No. 804 to Seashore.

After a long highway ride, No. 804 arrived at Kennebunkport. Its destination sign said “ALCATRAZ.” The car now sits on a pair of trucks from an East Boston Tunnel car. Seashore acquired more suitable trucks from Japan’s Hankai Railway which await installation under No. 804. Seashore also acquired a group of seats to replace ones removed by the Blacks. The car awaits further restoration or conservation work.



Number 804’s sister car, No. 803, in Oakland, CA, 1948.  
Harold Goldsmith photo.



No. 804 arrives at Seashore, 1992.



No. 804 today, awaiting car sponsorship for restoration and conservation work.

## *Volunteer Help Wanted!*

Volunteers are needed to help with the following opportunities:

**Town House Shop Volunteers (Year-Round):** The Town House Shop is “Where Magic Happens.” Over the course of decades, and thanks to the helping hands of many volunteers, streetcars have entered the shop as rusting hulks and emerged as pristine, authentically restored operating vehicles. This is also the place where the Museum’s operating fleet is maintained. Welding, machining, woodworking, electrical, upholstery—these are just a few of the skills needed to take care of our priceless vehicles. Restoration projects rely on volunteer labor to complement and supplement the efforts of restoration employees, and we need your help! If you have any of the skills listed above, please consider volunteering to help us move forward one of 11 active restoration projects or supporting our fleet maintenance program. Please contact our Restoration Shop Director, Randy Leclair, at [shop@neerhs.org](mailto:shop@neerhs.org) for more information, or to express your interest.

**New Orleans trolley car 966** operates weekends and Monday holidays from Memorial Day through Columbus Day transporting Lowell visitors over the National Historical Park trolley system. The car is operated by a two person crew who alternate between the duties of motorman and conductor/flagman. Crew members sign up for operating days based upon their availability. All 966 operators must first complete Level I training and licensing at Seashore before receiving additional Lowell specific training prior to being licensed there. Any interested parties are urged to contact Jack Naugler, [motormanjack@gmail.com](mailto:motormanjack@gmail.com), to request additional information.

**The National Streetcar Museum** at Lowell is open weekends all year round and provides an opportunity for individuals and families to learn more about trolley cars as a mode of mass transportation through displays, interactive exhibits and hands-on play. The Museum is operated by the curator, Seashore member Paul Castiglione, along with other Seashore volunteers and, at times, student interns supported by the National Park Service. Additional volunteers are needed, particularly on Sundays, to keep the Museum staffed at the proper level for the safety and convenience of our visitors. Minimal training is required and will be provided by the curator who will certainly appreciate the assistance of additional volunteers. For more information on how you might help, please contact Paul at [trainfan849@verizon.net](mailto:trainfan849@verizon.net). Better yet, stop by the Museum at 25 Shattuck Street, Lowell, MA, talk with Paul and see for yourself what a great place this is.

## *From Spike Hammer to Concert Music*

*By Herb Pence*

What happens at Seashore when a volunteer can no longer pick up a railroad tie by themselves, or when some other affliction challenges active participation? Member Jim Tebbetts has this experience.

Take a good look at the red and light blue C.A. & E, No. 434. This speedster was restored by a crew including: Jim, Dick Avy and Dann Chamberlin. He also worked on restoring NYC Interborough subway car No. 3352. Jim was elected a trustee (2002-2004). Following his term as a Trustee, he was appointed Seashore’s Vice President of Development,

Back in the day, our track-work needed attention. Jim stepped up, taking responsibility for track maintenance. Time passed and at age 41, Jim began to have sight problems. He had a retinal tear. His optometrist suggested that Jim stop pounding spikes, in order to save his eyesight.

Jim had a long standing interest in classical music. This interest was generated while watching the post-WWII film series, “Victory at Sea.” He was hooked on classical music. With activity restrictions, Jim sought a new interest. He was off on a music track. Playing instruments was OK, but composing came to be his prime interest. In 2005, Jim enrolled in the Manchester Community Music School to further his composing knowledge. There was much to learn with wind instruments, string instruments, voices and pianos to meld into a coherent whole. Upon retirement in 2012, Jim’s musical education and output shifted into high gear.

When 2016 arrived, Jim was ready for the curtain to go up on his new avocation. In his debut program he presented a piece named, a “String Quartet in D.” The composition was dedicated to a thrilled, long-time Seashore member, John Middleton.

In 2018, Jim was ready with a new, ambitious program, “View From the Shore.” Ten performers are required for the program! This gives you an idea as to the scope of his work. His performers play for the Boston Ballet, Symphony New Hampshire, and New Hampshire Philharmonic. Once again, the initial piece, “String Quartet in E Flat,” is dedicated to a Seashore member, Phil Morse.

A group of Maine members drove to Manchester, NH to attend the concert. They were greeted by NH Seashore members. Following the concert, the railfans abandoned decorum and nosily led the post-concert celebration. Jim’s Mother smiled proudly on the activities. When asked about the motivation to dedicate some of his work to particular Seashore members, Jim said, “I dedicated these works to two individuals who have given so much to Seashore. They deserve special recognition!”



From left to right: Mike Lennon, Herb Pence, Marty Lennon, Dick Avy, Judy Avy, John Middleton, Jim Tebbetts, Phil Morse.

## *Announcements from our Members*

**All Are Welcome:** During the winter non-operating season, Seashore members and their electric railfan friends meet at Manchester, NH's Airport Diner. These gatherings are usually held the first Friday in November, January and March. Dinner is from the menu, separate checks, and a two hour slides/movies program follows. When you need "traction therapy" while snow is on the ground, join your fellow members. For information contact: Herb Pence, 603-624-1287 or by email – [h-pence@comcast.net](mailto:h-pence@comcast.net).

It is with sadness that share that Allen S. Morrison, 84, passed way on January 6, 2019. Born in Lexington, Kentucky on May 10, 1934, he spent his childhood in Louisville, until age 11, and then Cincinnati. After graduating from Northwestern University in 1956, he lived abroad for a brief time, in Paris, where he earned a Diplome de Langue Francaise from the Ecole Pratique de Langue Francaise in 1958. That same year, he settled in Greenwich Village, Manhattan, New York, where he resided for the rest of his life. He taught French and French literature at Columbia University for almost 10 years and earned a PhD in French lit. from Columbia in 1968. A trip to Mexico rekindled a childhood love of streetcars, and his interest soon expanded to South America. In the 1970s, Allen Morrison embarked on what would become decades of pioneering research into the history of street railway systems throughout Latin America, many of which had used vehicles built in the U.S. He authored three books on the subject, starting with "The Tramways of Brazil" in 1989, and ultimately became widely regarded as the world's foremost expert on the history of electric transit in Latin America. His web site [www.tramz.com](http://www.tramz.com) entitled Electric Transport in Latin America, established in 1998, was one of two honored by the Association of American Geographers in 2005 as Best Web Site. He made arrangements to ensure that the site would be preserved after his death. (Published in The New York Times on Jan. 31, 2019).



Over 45 Seashore members were at the Springfield Railroad Show, January 2019!



*The DISPATCH* is a bi-monthly publication of the New England Electric Railway Historical Society, operators of Seashore Trolley Museum in Kennebunkport, Maine and The National Streetcar Museum in Lowell, Massachusetts. Opinions expressed herein are those of the writers and do not necessarily represent the official position of NEERHS.

Postal Address: *The DISPATCH*—PO Box A, Kennebunkport, ME 04046

Email: [dispatch@neerhs.org](mailto:dispatch@neerhs.org)

Editor: Katie Orlando (Acting)

Associate Editors: Frederick Hessler, Phil Morse, Henry Mulvey

Thank you to Corey Connors-Reynolds for volunteering to take over as *The Dispatch* Editor starting with the next issue!

### New England Electric Railway Historical Society Corporate Officers

Thomas LaRoche, Chairman & Vice President  
 Robert C. Drye, Vice Chairman  
 James D. Schantz, President & CEO (and Chairman Emeritus)  
 Katie Orlando, Executive Director  
 Charles R. Sullivan, Treasurer  
 Mark T. Weinberg, Director of Membership Affairs & Membership Secretary  
 John R. LaFlamme, Vice President of Organizational Advancement  
 Cecilia B. Clapp, Corporate Secretary  
 Susan Driscoll, Esq., General Counsel & Clerk of Corporation

### New England Electric Railway Historical Society Board of Trustees

Karen Dooks, Robert C. Drye, Justin Grizey, Thomas LaRoche, James J. Mackell, Frederick J. Maloney, Richard Rubin, Randall Stahl, Charles R. Sullivan, James Van Bokkelen, Peter Wilson.

Senior Trustees: Michael C. Lennon, James D. Schantz, Jeffrey N. Sisson.





**Seashore  
Trolley  
Museum**

New England Electric Railway Historical Society  
PO Box A  
Kennebunkport, ME 04046

**Connecting *YOU* to Transit History**

**To receive**

***The DISPATCH* by email  
only, contact  
[dispatch@neerhs.org](mailto:dispatch@neerhs.org)**

## **IN THIS ISSUE**

Seashore Turns 80!

Above and Beyond the Call: CC Clapp

Call for Annual Meeting—Saturday, April 27, 2019

News from the Executive Director

2019 Season Events Calendar

Endowing Seashore's Future

Thank you 2018 Donors!

News from the Town House Shop

Collection Spotlight: Key System Transit Co. No. 804

Volunteer Help Wanted!

Member Spotlight: Jim Tebbetts

Announcements from Members

**If you are interested in  
submitting news tips, feature  
articles or photos for possible  
publication, contact  
[dispatch@neerhs.org](mailto:dispatch@neerhs.org)**