

THE NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY

Seashore Trolley Museum & National Streetcar Museum at Lowell

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DISPATCH



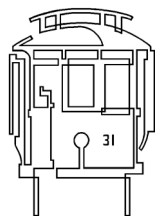
SWITCHING FAIRVIEW

THE LOGISTICS BEHIND SEASHORE'S LARGEST
BUILDINGS PROJECT IN HALF A CENTURY

2019 Annual Fund Campaign

Member Spotlight

Town House Shop Report



NEERHS

Seashore Trolley Museum
& National Streetcar Museum at Lowell
PO BOX A
KENNEBUNKPORT, ME 04046

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@neerhs.org

Mark Weinberg
Membership Secretary

Dues for 2019:

Student, Military, Disabled, and Senior (60+)	\$30
Regular Membership	\$35
Family Membership	\$60
Regular Plus 1 (single guest admission)	\$55
Sustaining Membership	\$75
Contributing Membership	\$120
Museum Patron	\$600
Museum Benefactor	\$1,200
Life Membership	\$1,000

Address Changes: Please notify the Museum office at the address above or through the Membership Secretary.

Corporate Officers

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President & CEO	James D. Schantz
Executive Director	Katie Orlando
Treasurer	Charles R. Sullivan
Membership Secretary	Mark T. Weinberg
Corporate Secretary	Cecilia B. Clapp
General Counsel & Clerk of Corporation	Susan Driscoll, Esq.
Comptroller	Katie Orlando

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The DISPATCH

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

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Dispatch Submission Deadlines are the first days of even numbered months. For the May / June 2019 issue, the deadline will be June 1st.

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From the Executive Director



By Katie Orlando

Seashore has been humming all winter long to prepare for our 2019 season, which will soon be upon us! May 4th will mark the beginning of our 80th year, and we have several great initiatives and events planned to commemorate the occasion; from a trolley parade, to ribbon cuttings on completed streetcar restorations and our Fairview Car barn Expansion Project, to new Seashore family traditions and special fleet rides throughout the season, this will be a year we will not soon forget.

We have also kicked off our 2019 Annual Fund Campaign! This year, several mission-critical projects have been prioritized in our operating budget that we have designated as specific Annual Campaign Fund projects. We have done this to demonstrate how important to our continued success it is to donate to our Annual Fund Campaign. Without support from members like you, these crucial projects will not be accomplished in 2019. If you have not yet given to our Annual Fund Campaign this year, please visit www.trolleymuseum.org and pledge your support today.

I also would be remiss not to remind you about the Founders Legacy Society, named for those* who founded Seashore Trolley Museum in 1939. The Society was established in 2017 to recognize and

honor friends who intend to remember the NEERHS by making a bequest or other form of planned or deferred gift. Such gifts will benefit the NEERHS in the coming years without requiring that the donor fund the gift at the present time. While the gift is deferred, the benefits of membership in the Society begin immediately.

This is a unique opportunity for you to gain the personal satisfaction of making an investment that connects people to transit history now and for future generations. Every gift strengthens NEERHS as it carries out its mission of preserving knowledge, context, and resources. NEERHS is deeply grateful for such support, and membership in the Founders Legacy Society provides one way for NEERHS to show its gratitude.

An Invitation

If you let us know that you have provided at least \$10,000 for New England Electric Railway Historical Society in your will, trust, pooled life income fund, life insurance policy, gift annuity or retirement fund, you immediately become a full member of the Society. Your gift need not be irrevocable and we understand that situations change. It is your current expression of commitment to NEERHS that is important.

Seashore Trolley Museum - Founders Legacy Society members receive a membership certificate recognizing their intentions. Members are listed in the NEERHS Annual Report and are honored at the Annual Meeting and Members Day. ■

*Seashore's Founders:

John E. Amlaw, Horton K. Banks,
Charles A. Brown, Thomas H. Brown,
Gerald F. Cunningham, Lucien B. Phinney,
Theodore F. Santarelli de Brasch,
Daniel M. Twomey

2019 Annual Fund Campaign

2019 Annual Fund Objectives

We need your help! This year, donations contributed to the Annual Fund will be invested in the following mission-critical initiatives:

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

Show Your Support For This Mission-Critical Work
And Donate At:

<https://trolleymuseum.org/support/donate>



Member Spotlight

JOHN L. MIDDLETON JR.

Original Home: Cambridge, MA

Current Home: Kennebunkport, ME

High School: Belmont Hill School, a prep school (grades 5-12) in Belmont, MA. Between school and college John served in the U.S. Army Air Corp as a cadet waiting to go to flight school. John got the equivalent of a freshman year of college at Kent State University.

College: Amherst College, class of 1949, in Amherst MA

Degree: BA with a major in Physics

Favorite pieces of Seashore's collection: (not in order of preference)

BERy 5821: John rode them in Cambridge when he was in school.

BERy 396: A primitive Boston car designed simply to move people.

Minneapolis/St. Paul 1267: A unique design that his mother rode to school in St. Paul.

City of Manchester: A demonstration of the elegance of 'Victorian Design.'

Liberty Bell Limited 1030: A high speed 'Parlor Car.'

Cleveland 1227: Designed for the masses, the car is high capacity and is different from the familiar east coast style.

Eastern Mass 4387: A "modern car" built in 1916.

Fun fact: John has three years to go before his face is on a "Smucker's" jar. He is also the 'go to' guy to answer technical questions.

Favorite jokes: Doughnuts are the original WHOLE food.

John L. Middleton, Jr. tells everyone that he has only one hobby: Model Railroads, though in several different scales. He has a 1:29th scale (G) "Timesaver" switching layout, a 1:87th scale (HO) switching layout and he's a member of the North Shore Model Railroad Club (HO) and Great Falls MRC (HO, N, and G). He operates a large private "A Railroad in a Garden in F scale (1:20.5)--and he operates at Seashore Trolley Museum on our 1:1 scale railroad.

John's father purchased a house in Kennebunkport in the 1950s. John brought his wife and their first child to visit. That Sunday turned into a non-beach day, so they went looking for something to do. Lo and behold, they spotted a streetcar just off the road where the current driveway is. They drove in on a dirt road and spotted "South Boston" carhouse with six old streetcars sitting under cover. The carhouse didn't have sides, just the roof. There was no one around and no signs. The Visitors Center had not been built yet nor were any of the other buildings that populate the property. John's child got out of the car and immediately started to board the streetcars. At that time John didn't know where the streetcars came from nor their significance.

John came back many times to Kennebunkport but did not return to the Museum until 1987 and wow! The Museum had changed. The Visitors Center was built, there were three new carhouses plus a Restoration Shop, and many more streetcars. John took a ride, became a member, and soon after began volunteering at the Museum.

John has held many positions: Vice President of Business Affairs, Motorman, Conductor, Track Crew worker, Yardmaster, Trustee, Marketing Assistant, Interim Management Team, Dispatcher, Docent, Office Clerk, Education Coauthor and Operations Instructor/Inspector. ■

John continues to serve Seashore as an active member at 93 years of age! Got him beat? Get in touch with our Executive Director at director@neerhs.org or at (207) 967-2800 ext. 101 as she seeks to recognize our oldest member.

Better 'n Milk & Cookies

Old transit literature besting a favorite comfort food by Herb Pence

Who among us has not had nights when sleep would not arrive and the day's activities would not depart? A gentle reading of old Transit Journals is just the remedy. Fluff the pillow, turn on the bedside light and open a bound volume, containing a year's worth of transit (streetcar) information. Such volumes are in Seashore's Library collection.

I came upon this opportunity as the result of a Katie Orlando request. She needed some information from the Transit Journal, 1938 issue. The Journal was the house organ of the American Transit Association. As it happened, I was under doctor prescribed bed rest. What to do? I can only take inactivity in small doses. I took the opportunity to fulfill Katie's request.

Slowly turning the 510 pages, I found a wealth of information. When I act as a docent later this year, my attentive audience will find out about the Indianapolis Railways System's new West Washington Shop complex. There were a series of articles about this facility. It was constructed to maintain gas buses, trackless trolleys and streetcars. It was state of the art. But – there were more articles about West Washington than you might expect. Somewhere along the way, I discovered the President of The American Transit Association to be Charles Chase. Yes, he was President of the Indianapolis Railways System, too, Aha!

Reading about West Washington Shop practices and how transit equipment was maintained prior to World War II. was unsettling. Today's OSHA representatives would need smelling salts to survive shop visits. There were a few photos of safety glasses in use. Guards we would expect on machinery were not present.

In another article, there was the question of refueling buses en route, as the buses' fuel tanks lacked capacity for all day service. This issue was considered in one article. As a child, I can remember, on the route to my grandmother's home, the bus pulling into a Gulf gas station for a drink of gasoline.

There was a groan from the passengers, as the wheels bumped over the curb cut. Another delay on the trip. The driver would ask that no cigarette smoking take place during refueling.

Quietly, we sat in our seats as the little Mack was refueled, the oil in the crankcase checked and tires bumped. Soon we were on our way. As a safety precaution, the bus doors were opened, to facilitate a rapid exit, should there be a need!

A related article on bus fire extinguishers listed the types of hand fire extinguishers used on buses. The most popular fire suppressant was carbon tetrachloride. Haven't seen much of that stuff in recent years.

An interesting series of articles was in a section named, "Practical Ideas from Practical Men." All sorts of Rube Goldberg equipment and procedures were presented. The creativity of shop forces was amazing.

The Journal's editor spent too much time reading the fashion section of his local newspaper. One feature was headlined, "Spring Styles in Street Cars in Birmingham." The article reported on 27-rebuilt, re-liveried Peter Witt type cars being readied for a spring introduction in Alabama. Even as the U.S. struggled its way out of the 1930s depression, advanced thinking managements were marketing their services.

A feature to spread a smile on the most sour streetcar executive was named, "50 years ago this month." That would place this conversation in August 1888. "And from Boston came the story of a lady who asked the conductor of her (horse) car she had just boarded if the latter stopped at Boylston St., 'I don't know,' said the ticket collector. 'But if you wish, I'll ask the driver,'" Some things just don't change!

Also in "50 years ago..." "...Said Col. W.H. Paine: 'as to electricity for streetcars, it can work in some places, but it is not the thing to climb hills with.'" Nothing like a double team of horses to speed service!

The Cincinnati Street Railway wished its bus division drivers to look sharp in their uniforms. The CSR arranged for a dry cleaning company to establish a wholesale rate for services. Several times per day, dirty uniforms were picked up, cleaned and returned. The division clerk checked in and returned the cleaned clothes. Nothing was written about the grubby streetcar crews.

Streetcars long had rail sanders, installed ahead of the first wheels in a truck assembly. With the arrival of buses, thought was given to installing sanders ahead of the dual rear wheels. Boston MTA President, Edward Dana, offered this in response to a question in the "Question Box", another feature of the Journal. "Sanders are installed on eighteen trolley coaches (Note: not trackless trolleys) One of them has been in use for fifteen months, twelve for six months and five for three months. Ten or more are under construction. They have been very satisfactory."

A high note for streetcar manufacturers, it was announced that the Toronto Transportation Commission was purchasing 140 PCC cars. Car shells were being purchased from St. Louis Car. Co. by the Canadian Car & Foundry, for construction in Montreal.

The afternoon has happily passed. The clock suggests that the hour has come to close the Transit Journal and, finally, let my eyelids close, too. ■



Switching Fairview

Facilitating the car barn's transformation into the pride of the campus

by Corey C. Reynolds

As is the case with most railroad or transit museums, Seashore's grounds are chock full of rustic gems rich with historical context. Some places are so densely settled with artifacts and supporting materials that making way for a construction site is like rearranging a forest without waking up any birds. How involved could it actually be? Well, a whole new department was born as a result and with it came a handful of new active members.

Before you pull a Jenga piece out of the delicate tower disturbed by the mere thought of touching it, you must make an overall assessment. The grounds had to be surveyed and collection assessed before preparations could begin. Not only does the area in question need to be explored, but everywhere, as anything which gets displaced has to go somewhere and whatever was there before has to go somewhere else (and so on!). Car dimensions and conditions must be considered, land and railway characteristics studied, and plans reviewed (related and otherwise) to avoid getting in the way of our future selves. Then it's time to do some homework, analyze the collected information and come up with a master plan which will be obliterated and redrawn repeatedly as reality interrupts it.

One of the first major reconfigurations was to take all the railroad vehicles throughout the yards and make a train of them. Freight cars all have compatible couplers and so are now one lengthy single unit on the Seaward Siding. MBTA Blue Line cars 0622/0623 got some mileage collecting on that move as they were used to tow out Boston Elevated side dump car #3622.

This was the first time anyone on the crew had ever seen that track completely empty from end to end!

Other unprecedented moves include bringing 3 tarped PCCs all the way to Talbot Park to be stored on the Biddeford Lead, which has never before been used for storage. This woke up the birds (see first paragraph) as concerns about use of that track for car storage stirred a touch of controversy and it was agreed by everyone that it wouldn't become common practice. Desperate times, as they say...

The track along the east side of Town House Shop was switched out so that difficult to move and accident prone cars could live somewhere where they wouldn't be frequently disturbed. This brought some beauties into view almost never seen by most (namely Boston's Main Line Elevated 01100s). Other tracks were completely cleared and one abandoned as one in particular occupied Fairview's new footprint.



Opposite: How many people in this picture do you recognize? Seashore gained several new young members who were pivotal in supporting the Fairview project. Depicted are John Pellegrino, Jack Coyle, Ted Bockley, Chris Kelliher, and Michael Rogers. **BB**

Opposite Below: 0622 coupled to 3622 with power supplied by NYC R9s. Bugging car to car allowed the move to run the length of the unpowered siding without repositioning the bug every 50 feet. **BB**

Right: #4 EBT cars empty the track west of Fairview in a single move. The entire train pauses on the Butler Grove Lead. **BB**

Thankfully everything on that track was either a Boston Streetcar or East Boston Tunnel car meaning everything had streetcar sized Tomlinson couplers. One move cleaned out most of Fairview West, which never had a wheel turned over it again.

On a track that runs to the east of Central and curves to the west behind the barn, nicknamed “Death Row,” some cars were unable to make the trip out. Warwick, RI car 1280, which had been removed from the collection, needed to be scrapped to clear space for the south end of the track to be cleared and worked on. Two non-accessioned PCCs from Boston were scrapped after being shifted off that track, which meant the care for materials stored inside

them became an additional adopted responsibility of the group. Immediately after the southern segment of that track was evacuated, it was removed from service. The underlying purpose of this project is to ADD covered storage for our collection vehicles but, as they say, you have to spend money to make money, and a ton of track space was lost in the interim. Anyone who frequents the Museum understands the congestion that resulted from the switching to facilitate the project.

What types of work other than shifting cars did the department of Yard Operations and Infrastructure have to take on in support of Fairview? Read on:

Track Work: The storage yards are on the bottom of the pecking order when it comes to the attention of



Seashore’s track gang. Part of this new department’s creation was to incorporate Museum infrastructure into the yard crew’s realm and relieve other departments focused on maintaining what our visitors use. The track east of Central Car barn now void of several car spaces needed some serious attention. At the mouth of that track was the “one way” switch. Cars could go over it onto the track, but its condition wouldn’t allow southern movements without incident. Part of the problem was cross elevation, one rail was significantly lower than the other. Yard forces jacked up the low side of the switch, added fresh stone and tamped it to bring it level and improve its safety (between shifting moves!). Further work of that area is to continue after Fairview’s tracks are once again connected, which is already in progress.



Above: Ted Bockley, Marty Weisnewski, John Pellegrino, and Dossain Soares Jr. work on building the severed section of Fairview Track 1 on Saturday, March 30, 2019.

BB

Left: Jacking, spiking, ballasting, and hand tamping take place on the storage track between Central and Fairview. Chris Kelliher, John Arico, Ted Bockley, and **Right:** Brandon Barlow work on improving yard track conditions. **SH**



Switching Fairview

(Continued)



Overhead: A key element of being qualified to work in the yards is having the skillset to overcome any obstacle and not be bound up by surprises. If the yard we need to access has dead wire over it because an overhead insulator's jumper is broken, we don't



Header: Before construction begins, Fairview barn is getting switched out in preparation for the project. **BB** Above: Corey Reynolds and Brandon Barlow make an overhead repair to allow access to North Riverside yard. **JP**

have the luxury of calling up the wire crew on standby to come make the repair. We need to get up there and make the repair on our own. Such was exactly the case one day when our locomotive for the Seaward move was trapped under dead wire. Before we could begin our work, we had to fill in as linemen.

Fairview yard's overhead wire ended at the face of the building. Wire had to be removed in order for the building to extend southward. Without an active overhead department (since kickstarted by **John Donnelly**), Yard O&I had to do the work. Members serving the department will certainly be on hand to assist Overhead Sup't. Donnelly when the time comes to restore the wire in the yard (there's plenty more on that, stay tuned!) as he leads a charge facilitating the yard department's mission of caring for the envisaging collection.

Fleet Maintenance: Just as the track crew remains focused on track operated over by passenger crews, the Town House Shop's agenda is filled with underwritten restoration projects and operating fleet service and inspection. Often forgotten are the cars and locomotives which supplement service by doing the work of cars that don't. BERY Type 3 Snowplow has been an excellent sport for decades, pumping right up whenever the pole is raised and completing whatever task is asked of it while requiring almost nothing in return. She was overdue for some attention. Prior to the operating season of 2018, 5106 was removed from service and a moratorium was put on all yard work until the locomotive was returned to a state of good repair. Journal boxes were filled with new waste and oil, side and center bearings were lubricated, audible warning devices were reactivated after being disabled for years, all lights were made functional, and the KM control group was serviced. This involved lubricating contacts and replacing fingers, something routine on passenger cars but often overlooked on work equipment. Keeping 5106 in a state of good repair was vital to Switching Fairview. ■



Dan Vardaro and Corey Reynolds service 5106's KM controller.

Volunteer Help Wanted: Become a Motorman!



Are you looking for a new volunteer opportunity to spark joy in your life? Seashore Trolley Museum seeks new recruits who want to learn a unique, new skill and help the Museum provide an awesome experience for guests this season by becoming a streetcar operator!

We are holding our annual streetcar operator training course on June 8, 15, and 22, 2019. The course will cover the mechanical aspects of trolley car operation, railway rules and safety, history, and visitor interaction.

To be eligible to operate, volunteers must become members of the Museum (\$35 or less/year), be 18 years old by the conclusion of the course, and must hold a valid motor vehicle operator's license from any U.S. state.

After completing the course, participants undergo an apprenticeship period before they are fully qualified to operate "solo."

This course fills up fast so be sure to sign up early if you are interested!

For more details or to sign up, please call (207) 967-2800 x102 or email volunteercoordinator@neerhs.org



Thank You to our Clean-Up Days Volunteers!

In March and April, Seashore started a new tradition to place a call to Museum and community members to help us prep our grounds for the start of the 2019 season. Over 100 volunteers signed up to help with projects including cleaning out our carbarns, raking and picking up debris around our campus, painting, and more! If you were not able to sign-up to help us this time around, don't fret! There are always opportunities to volunteer at the Museum clean-up efforts, as well as to help with several other initiatives. Visit <https://trolley museum.org/support/volunteering-application/> to learn more about the volunteer opportunities available at the Museum, and to fill out our online Volunteer Application.

Library Committee Co-Chair **Amber Tatnall** puts a fresh coat of paint on the first floor of the Museum Library. **KO**



Betsy Cheney lives in Kennebunk and heard about our call for help in the local paper. This was her first time at the Museum since she was a child! Betsy thoroughly cleaned the inside of Baltimore 6144, which included those 35 windows! **KO**



Museum members and volunteers **Nick Pantazi**, **Charlie Publicover**, and **Doug Carrier** raked up over five generations of pine needles from our front driveway! **KO**

TOWN HOUSE

Shop Report

As the Magic Happens

Connecticut Co. 838 (J.M. Jones, 1905): During the 2018 season, severe wear was discovered in the car's motor axle bearings. The axle bearings form two of the three points for suspending the motor, with the "nose" of the motor resting on springs. Each bearing consists of a two-part cylindrical shell made of bronze or malleable iron and lined with a material known as "babbitt". Babbitt is a soft "white" metal, consisting mostly of tin, which wears in preference to the hard steel axle, as well as providing a sacrificial, but self-lubricating bearing surface in the event of total external lubrication failure.

This type of bearing, as with axle journals, is lubricated by the axle making contact with wool waste (coarse, long-strand yarn which is a byproduct of the textile industry) which is pre-saturated with oil. An oil reservoir in the bearing cap ensures that the bearing remains lubricated between oilings. During the "trolley era", bearings would typically run 3-5,000 miles between oilings, with bearings themselves running as many as a *quarter million* miles before needing to be replaced.

Although Seashore has re-babbitted bearings in-house in the past, it is a detailed, time-consuming and potentially dangerous process. Fortunately, babbitt-lined bearings still see use on large, heavily loaded shafts, such as those in electric power plants, and a few specialist firms deal in rebuilding them. American Power Service of Georgetown, MA, was able to re-babbitt and machine the bearings for 838 at a very reasonable price and with a speedy turnaround time. The bearings returned and were reinstalled within two weeks after being removed from the car.



Re-babbitted axle bearing for Connecticut Car 838

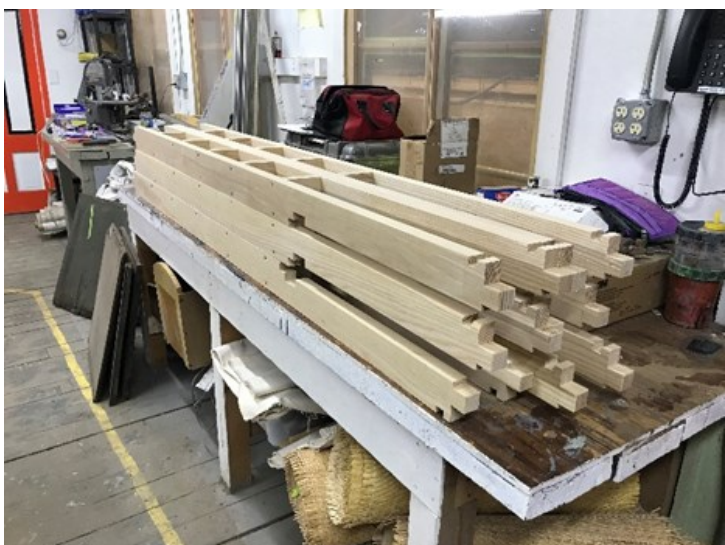
Dallas Railway & Terminal Co. 434 (American Car Co., 1914): Pre-season servicing often involves repair work in addition to maintenance tasks. Some repairs made to 434 include:

- Adjustment of folding doors and control linkages, replacement of screws in door hinge
- Replacement of main and interlock contacts in the car's line switch and adjustment of line switch control system
- Complete air compressor "tune-up", including oil change, new motor brushes, and renewal of horse hair in inlet filter/strainer
- Repair of a damaged resistor grid
- General maintenance including lubrication; cleaning and testing of electrical components; replacement of "wear parts" (such as the carbon inserts in the trolley shoes)

While many of these tasks are minor when considered alone, the net effect of these many smaller repairs is a more reliable and better-preserved streetcar. Similar types of work must typically be undertaken on nearly all cars during inspection periods to maintain them in a state of good service.

Write for the Dispatch

If you have stories or pictures that you'd like to see featured in an upcoming edition of the Dispatch, send them to dispatch@neerhs.org. Content for the next edition will be accepted until June 1, 2019.



New window posts fabricated for the Narcissus

The Narcissus with the new posts being installed.



Portland-Lewiston Interurban 14, Narcissus (Laconia Car Co., 1912): When we started the process of replacing the rusted 8" steel channels, we had hoped that the wood sill beams would be sound enough to reuse. That turned out to not be the case. The sills, along with the channels suffered from water incursion. While we wait to locate suitable reclaimed wood for the sills, we have turned our attention to the window posts. These posts form the wall structure and support the roof. Without the sills capturing their bottoms, many flexed and we broke a couple posts off at belt rail level with little effort. Appearances were deceiving because a portion of the area we broke looked good on the surface. We needed more than our eyes to base the replace/repair decision on. We characterized how compromised the wood was by pressing a ball point pen into the surface of each post. Only a couple of the posts that lie on each side of the double windows passed the test. The design of these posts, their exterior siding, and trim offers no opportunity for flashing and is the weak link in the car's design. Water gains access where the window sill meets that post assembly then flows down the post wetting the interior wall panel, Wall tie bolt, steel channel, and the post mortise in the sill. We've found significant rot/rust in each of these components.

As we write this the shop is full of new window post assemblies made identical to the originals. Many new posts are already in position. Once we have them tied into the temporary support structure, we will transfer weight to them and then replace some more. All this has been accomplished with little disturbance to the interior mahogany trim that covers the area above the arched windows. ■

UPCOMING EVENTS

MAY

4, Saturday: 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.

11, Saturday: Minnesota Day. To honor Minnesota's statehood anniversary, car 1267 will be featured and celebrated. Residents of Minnesota get in free!

12, Sunday: Mothers' Day. Mothers' admissions are free! Behind the Scenes Shop Tours will be offered at 11AM and 1PM.

18, Saturday: Armed Forces Day. Active duty military personnel and veterans' admissions are free!

JUNE

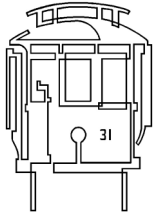
1, Saturday: Business Member Appreciation Day. Seashore's business members will be featured. All guests will get one chance to win door prizes donated by our business members!

8, Saturday: Superhero & Royalty Day! Dress as your favorite superhero, or as royalty! Special activities will be set up around campus.

16, Saturday: Armed Forces Day. Active duty military personnel and veterans' are admitted for free!

20, Thursday: West Virginia Day. To honor WV's statehood anniversary, car 639 will be featured. Residents of WV get in free!

21, Saturday: 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!



New England Electric Railway Historical Society

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