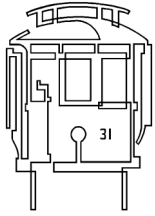


THE NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY
Seashore Trolley Museum & National Streetcar Museum at Lowell

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DISPATCH





NEERHS

Seashore Trolley Museum
& National Streetcar Museum at Lowell

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

Mark Weinberg

membership@trolleyuseum.org Membership Secretary

Dues for 2020:

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

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

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Front cover photography by Ruby Jean Photography

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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 Fontaine	Katie Orlando
Randy Leclair	Ed Ramsdell
Richmond Bates	

Photographers

Eric Gilman (EG)	Finch Howells-Young
Fred Hessler (FH)	Kenyon Karl (KK)
Ruby Jean Photography	Katie Orlando
Brian Tenaglia (BT)	

The next issue of *The Dispatch* will be published in March and is already in final review. The next deadline is May 1st, to be published in June. Please send your articles or photography to director@trolleyuseum.org for consideration.

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NEERHS Announces \$468 Thousand Bequest

New England Electric Railway Historical Society is honored to announce the receipt of a \$468,237.33 bequest from the estate of Kenneth Kerr. As the Board of Trustees finalizes the 2020-2024 Strategic Plan, decisions will be made where to invest this generous gift. "We are truly grateful for this extraordinary gift. Mr. Kerr's legacy will proudly live on for generations to come," states Thomas LaRoche, Chairman of the Board of Trustees.



From the
EXECUTIVE DIRECTOR
 Katie Orlando

Photo by Fred Hessler

Seashore Trolley Museum had quite the 2019 season! We wrapped up the operating season with Kennebunkport Christmas Prelude events that brought over 2,054 guests—598 guests alone attended our events the first Saturday of the 12 days of festivities. Prelude events at the Museum generated \$22,832.62, nearly \$10K higher than 2018, which was our best year until breaking all expectations in 2019.

Overall, we welcomed 24,788 guests in 2019, generating \$249,317.53 from general admissions and events. This is the highest amount generated in decades; over the past 10 years we've increased our revenue in these areas by over 136%. In 2020, the Museum hopes the growth will continue, projecting \$283,550 in admissions and events, due to increasing our event offerings, including hosting a second Daniel Tiger event and several new Prelude events.

We also had tremendous success reaching our Annual Fund Campaign goals—we hoped to raise \$125K in 2019, specifically for the track, fleet, buildings and grounds, Tower C preservation, and 80th Anniversary events and initiatives that are included in our operating budget. \$56K of that amount was budgeted to come from our largest long-term donor, who unfortunately passed away before giving to the AFC this year. We raised \$64,004, plus \$4,165 through our brick campaign (included in the \$125K goal), \$18K that has been restricted to Tower C's fund, and \$50K that has been restricted to our Track fund. Designated small to larger projects as general fund projects in 2019 was a good strategy and helped donors identify with our needs. We will continue to do this in 2020 by picking projects (outside of the projects we've identified in our Strategic Plan, to be revealed in a few weeks) that resonate with members, like specific fleet restorations, display upgrades, picnic areas, and work on Northampton Station.

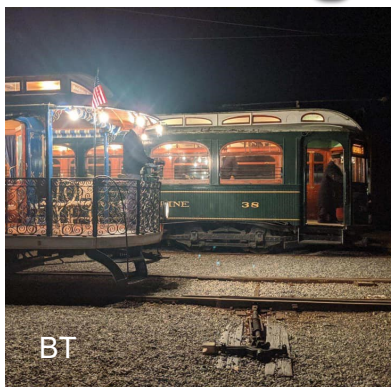
Thank you to all who visited the Museum in 2019, supported our events and fundraisers, became a member or renewed, and donated. You made our 80th year one to remember!



The local Chamber of Commerce hosted a social media campaign to pick the best of the best businesses in the Kennebunks. Seashore Trolley Museum won in the Best Family Activity and Best Place for Birthday Parties categories. Thank you to all who participated and voted for us!

Where Did Our Funding Come From to Support Our Operating Budget in 2019?	
General Admissions & Groups	30%
Museum Store Revenue	17%
Donations from Members and Supporters	17%
Museum Fundraiser Events	15%
Museum's Endowment	14%
Membership Dues	5%
Miscellaneous Income	2%

Annual Night Photo Shoot



The Museum hosted its Annual Night Photo Shoot in November. Photographers were treated to access into our Restoration Shop to capture work in motion, in addition to shots across campus featuring several collection items. Special thanks to Matt Cosgro for coordinating this event each year.

A Seashore Celebration!



Congratulations to Katie and Kevin Foley! Katie's great great grandfather was a conductor for the Atlantic Shore Line and operated trolleys on the same line our Museum's Main Line now covers. She holds a special place in her heart for our mission and chose to bring her bridal party to the Museum following her wedding in October. This moment was captured by Ruby Jean Photography. The Museum hosted several weddings, receptions, rehearsal dinners, retirement parties and photo shoots in 2019.

Holiday Party, Seashore Style!

Staff and volunteers gathered for Seashore's Second Annual Potluck Holiday Party at the Museum in December. Guests were treated to several delicious dishes, scrumptious desserts, and of course, fun games for the chance to win prizes. The event will be held each year on the third Wednesday of December. The Museum will also be hosting another staff/volunteer potluck event mid-season. Stay tuned!



Kennebunkport's Christmas Prelude

Over 2,054 new and returning guests came out to support our Kennebunkport Christmas Prelude Trolley Rides. We added new events in 2019, including weekday rides, family events on the Golden Chariot, and s'more-making in our new fire pits! Save the date—Prelude 2020 will take place from December 3rd-December 13th.



A Special Thanks



Thank you to business member Talula's Bake Shop & ComforTable for your cupcake donation, Santa, and the Thornton Academy students who volunteered each day to make hot chocolate and cookies for our guests!

Seashore Collection Spotlight: **BMT 784** By Ed Ramsdell

The Boston & Maine Transportation Company, a subsidiary of the Boston & Maine Railroad, served an area similar to the railroad's. By 1949, the bus system has two primary divisions. The Boston Division served routes from Boston to Lowell, Nashua, NH, Manchester, and Concord via the NH Lakes region on to Littleton, NH and Bretton Woods, NH including local city transit service between Manchester and Concord, NH. The Portsmouth Division served routes from Boston via Portsmouth, NH to Portland, ME. The Portsmouth Division also conducted city transit operations in Portsmouth, NH, between Portsmouth and Dover, and between Portland and Biddeford. At Portland the BMT provided coordinated through bus service with The Maine Central Transportation Company, subsidiary of the Maine Central Transportation Company (MCT), so that passengers could ride between Boston and various Maine points (Lewiston, Bangor, Bar Harbor and such without needing to change coaches at Portland. In the summer a through service was provided between Boston, Portland, Bangor, and Glace Bay, NS as well as a summer only service from Hampton Beach, NH to Montreal, PQ via Concord, NH and Hampton Beach to Quebec City, PQ via Portland and Jackman Station, ME.

In May of 1949 the Boston & Maine Transportation Company (BMT) received five GMC PDA-3703 37 passenger parlor coaches including #784. Later in that year they received another four PDA-3703s with 39 seat capacity. These acquisitions continued the process of replacing equipment worn out by the demands of the WWII era and also replacing gasoline powered coaches with more efficient diesels.

When operating on the BMT Portsmouth Division these PDA-3703s would have been stationed at the Boston, Portsmouth, or Portland garages. From these locations the buses would have operated over the various routes as required including the coordinated BMT/MCT schedules and also providing extra capacity when trips required extra buses. These coaches were also used on the Portland - Biddeford local service and train connections to Montreal from Old Orchard Beach providing direct connections with both CN and CP trains at Portland for Montreal.



Driver Jesse J. Waid poses with BMT 784. Photo by Alan E. MacMillan
Boston & Maine Historical Society Archives

BMT #784 and its sisters had a close proximity to Seashore and some of the collection. The Boston - Portland line operated through Kennebunk, and the Portland - Old Orchard Beach service paralleled the Portland - Old Orchard Beach route of the Portland Railroad Company. (PRR ceased operation to Old Orchard Beach on April 16, 1932 and BMT began Portland - Old Orchard bus service on April 17, 1932). The through route to Bangor roughly paralleled the old Portland - Lewiston Interurban route.

In 1957 the BMT was downsizing in the face of ever-increasing competition from the private passenger car that was accelerated by the growth of the Interstate Highway System (NH - I-95 opened 1950, ME - Kittery - Portland 1947, and Portland to Augusta 1955). In January of 1957 the Lawrence, MA to Manchester,

NH operation of the BMT was sold to the Trombly Motor Coach Service of Andover, MA along with two of the 1949 PDA-3703 coaches (783, **784**) plus two earlier PGA-3702 coaches built in February 1945 (755,756). Incidentally, the D in PDA represents diesel while the G in PGA stands for gasoline. BMT **784** became Trombly **#84** and in a 1959 renumbering became Trombly **#158**. These coaches operated on the Trombly scheduled service between Manchester and Lawrence as well as in charter service. Trombly Motor Coach entered voluntary bankruptcy in November 1961 and the coaches were sold in January of 1962.

A gap in our history occurs here as our next record of **#784** is its appearance in the Fall of 1965 as coach #1 of W&W Lines of Antrim, NH operating a brief service (reported as roughly one month) between Hillsboro, NH and Rockingham Race Track. W&W provided the blue paint job that we see remnants of today.

The coach was then acquired by Dublin Christian Academy of Dublin, NH in 1966 to provide transportation for various of the school's events. The coach served the Academy for a decade or more. We have located no pictures of the coach in service for Dublin Christian Academy but it is assumed little changed other than the lettering.

Circa 1978 Loring Lawrence of Manchester, NH acquired the coach from Dublin Christian Academy. Mr. Lawrence is editor-in-chief of the Bus History Association. Herb Pence, Seashore member and former General Manager of the Manchester (NH) Transit Authority, remembers Mr. Lawrence having rehabilitation work done on the coach and storing it at the Manchester Transit Authority (MTA) garage. The coach remained with Loring Lawrence until 1999 when he transferred it to Seashore.

The color photograph below is **#784's** current condition at Seashore. To help us preserve the bus and restore it back to its former glory, please donate to fund number **#541**.



#784 awaits restoration at Seashore today. KK

Crane #3246 At South Boston
Tie Plant, Dec. 8, 1917
Photo: STM Curatorial File



The Car That Built Seashore: BOSTON ELEVATED RAILWAY CRANE #3246 By Steve Fontaine

Number 3246 has been a work horse for its successive owners since its construction for the Boston Elevated Railway in 1916 by Industrial Works, Bay City, Michigan. It was delivered to BERY's George Street Yard in Charlestown on August 4th, 1916, and moved to Eliot Square on August 7th, 1916, to be equipped and tested. It was turned over to the maintenance department at the Albany Street Shops on September 28th, 1916. The crane spent its last 24 years at the Charlestown Neck Carhouse, where it was retired in 1954.

Electric cranes, as opposed to the steam cranes prevalent at the time, were ideal because they were immediately ready for work – there was no waiting to fire up and make steam, and no fireman was needed. No. 3246 was equipped with a trolley pole for work on surface lines, but no collector shoes on the trucks which would have allowed it to work on the elevated lines. It had a master controller for the four Westinghouse 306V traction motors and one for the hoist motor. Accessories for the crane, outside of the regular hook, included a snow bucket, a wheel bucket, a magnet and a pavement smasher, although none of these accessories came with the vehicle to the museum. The crane's capacity has a rating of 10 tons at a 12' radius. No. 3246 was one of three such cranes owned by BERY, and was used for general track and construction work, as well as snow removal.

During that time, the 10-Ton General Purpose Crane provided valuable service at many notable events.

The first notable event it participated in was the cleanup of the disastrous **Great Molasses Flood of 1919** on Commercial Street in Boston's North End. On January 19th, 1919, the 18th Amendment was ratified, which prohibited the manufacture, transportation and sale of intoxicating beverages. The Purity Distilling Company in East Cambridge, MA, fermented the molasses to produce ethanol, an active ingredient in alcoholic beverages and a key component of munitions. Purity had a 2.3 million gallon, 5 story high storage tank on Commercial Street which received the product from ships on the Charles River. The molasses was then transferred to the Purity distilling plant in East Cambridge. The last boat load of molasses for the production of rum arrived in November of 1918. It was this last load that caused the flood when the poorly designed tank it was stored in burst, sending 2.3 million gallons of molasses flooding the area with waves as high as 15'. Twenty-one people died, and 150 were injured. It left a section of the Boston Elevated a twisted wreckage, shutting down both the elevated and surface lines, The destruction was so severe that initially it was thought to be the result of bombs placed by anarchists. Number 3246 was brought in to help clear the wreckage on the surface line and to remove damaged pieces of the elevated portion. As a side note, Purity never replaced the storage tank, and the site became a yard for Boston Elevated Railway.

Number 3246 was involved in the cleanup of the ***Beach Street Elevated Wreck of July 22, 1928***. A Four-car elevated train crashed on a sharp curve at Beach Street and Harrison Avenue, killing two people and injuring several others. The train was going at an estimated speed of 40 mph, some attributed it to brake failure. All four cars were derailed. No. 3246 worked the ground line in the area, while No. 0504 (also a resident of Seashore Trolley Museum) worked to clear the wreckage on the elevated line.

Other notable projects that Number 3264 participated in before coming to the museum were the Kenmore Square subway extension, the Huntington Avenue subway, the Dorchester Trolley bus extension and the Orient Heights rapid transit extension.

Number 3246 was retired in 1954, and sold to Seashore Trolley Museum mid-summer of the same year. When it came time to move the crane to Seashore, it was run down the Fellsway Line to the end of track which was at that time Elm Street. It was then jacked up using MTA jack screws and the *Highway Monster* was backed underneath it. The *Monster* was then pulled ahead leaving the crane's trucks behind. The crane's hoist motor was electrified and the crane lifted its trucks up onto a short trailer for the trip north. This was the beginning of on-the-job training in crane operation for Seashore crew. When it arrived at the museum the process was reversed at the *Bunkhouse Plaza*.

The crane was put to work unloading and distributing rail, helping with the construction of South Boston yard, constructing of the Riverside, South Boston and Central car barns, setting RS & E (Rochester, Syracuse and Eastern Railroad) catenary towers to support the trolley wire for the new main line extension and spreading ballast along the main line and in the yards. For setting of car barn rafters and trusses in place, an 8 foot boom extension, which could be flipped over, was constructed and added to the end of the boom. The crane came in handy for lifting derailed cars and getting them back up. It was also used lifting cars off their trucks to gain access for working on the trucks and motors, as well as unloading new museum acquisitions and re-trucking them.

The car's maintenance records reflect its hard use while at STM. Air and electrical issues plagued No. 3246. As late as 2008, maintenance work continued with the replacement of the boom cables, but the crane had one motor out of service and the H-L control group needing to be overhauled. The H-L controller completes the control circuit to the control resistor, reverser, line switch and switch group. The crane has been prone to derailments, for whatever reason and the wheels need to be either reconfigured or replaced, along with a good greasing of the center plate bowls. The boom cables need to be constantly greased, or the cable will deteriorate, and for this reason, the crane should be kept under cover.



The Great Molasses Flood of 1917
Photo: STM Curatorial File



From the **TOWN HOUSE SHOP**

By Randy Leclair

Shop staff and volunteers giving Shop Technician Heidi Schweizer a lesson in hot riveting. RL

The last few months in 2019 have seen an interesting kind of gridlock happening around Donald G. Curry Town House Shop – it’s hard to find parking. All in all, a nice problem to have! We hosted 16 volunteers and employees in and around the shop on several days, which is about as high as I’ve seen in my time at Seashore. Parking has been an interesting issue for several other days over the past few weeks.

Portland-Lewiston Interurban’s Narcissus 14 (Fund 816A) remains our biggest project. Over the course of its life, numerous people have refinished portions of the interior of the car – not to the same standards, finishes, or colors. This is an issue. Seth Reed has spent the past several months preparing interior parts by stripping off all manners of finishes – tedious, no doubt, but very necessary to make the car’s restoration truly world-class. These parts are now finish-ready and await installation.

We’ve spent a lot of time moving into the new storage trailer. We’ve cleaned the roof and applied a new layer of fiberglass resin. Shelves have been installed. And, quite a lot of the Narcissus now resides inside it. We’ve cleared room in the Birney Box in the shop and moved a truck inside for winter work; there’s just enough space in there for us to begin work on reconstructing one of the two trucks needed.

In order to make the trucks as accurate as we can make them, we’re going to be using parts from six different sources, plus fabricating new equalizer bars and other assorted hardware. We’ve removed the four motors out of one set of trucks; these have been sent off to long-time STM vendor AC Electric to begin the long process of rebuilding them. The armatures will be Vacuum/Pressure-Impregnated and epoxied, the bearings sleeved, the cases line-bored and trued, and the fields rewound and epoxied.

Brian Tenaglia has been leading the charge on locating additional propulsion control parts (like a second, complete 15B controller and all the necessary control resistors); these are getting inspected and if necessary, rebuilt. We’re still in need of a couple rare bits (like junction boxes) but we’re reasonably confident we’ll be able to fabricate what we can’t find already on campus.

Nagasaki 134’s recent work (Fund 773) included installation of four platform knees, new roof material, tack strips, and crown piece. Also finished (but not installed) is a new post for the car. We’re hopeful we can get the car in good shape to move it off the pit very shortly. Richard Avy, Eric Gilman, Jim Mackell, John Mercurio, Seth Reed, Dave Rogers, Heidi Schweizer, and Tom Tello have all put in numerous hours. We will need to complete the recanvassing in the spring.

Toronto 2890’s trucks (Fund 865) got some late-season painting attention by new Shop volunteers Erica Broughton and Kylee Harrington. We’ve done a lot of work on its door motors to get them to close more gently. Currently, the doors now close very well, and we’re chasing down various air and electrical leaks above and below the floor. Gord McQuat visited campus to help diagnose this.

Bay State Street Railway 4175 (Fund 528) has also had considerable work done since last issue. We've removed the second motor and have it staged for in-house cleaning. Both trucks are staged by the car and have been steam-cleaned and are ready for painting in the spring. Fender assembly continues, with an all-hands-on-deck approach.

Building:

Electrical gremlins are being chased down by new Shop volunteer Benoit Drouin. He's brought the Lodge and Shipley lathe back online after a four-year absence. First-floor lighting and outlets are all in better shape now, too.

Operating Fleet:

City of Manchester (Fund 670)'s circuits received a once-over, with several "light" repairs made to its lighting. This paid off with the car (along with 5821, 4387, 38, the pump car, and Golden Gate Transit #870) being used in our Night Photo Shoot. The car has had a partial inspection and appears to be in good shape. It is currently missing ventilation hardware items which will need replacement, and its interior lighting needs attention.

Oshawa 300 (Fund 790) was gingerly brought back online after an extended absence from the shop. We invested significant time and money to get the locomotive in a state where it could move the Orange and Red Line MBTA cars from the Fairview Yard lead (which it recently did). Two highlights - we replaced the control resistors in the propulsion circuitry, and jumpered the interpoles out of motor #1. This brings the motor back online for the first time since 2005 – and will require a ground person to monitor the motor while towing larger equipment. But, it should have the power necessary to move larger "iron" this fall. **It needs perhaps an additional month of effort to get the 300 through a full inspection, and a number of serious issues remain.**

Boston 396 (Fund 567) received a light servicing ahead of its use during Member's Day. It appears to be in good shape although there are a lot of things which need attention (its interior, for instance, is shabby and its vestibules don't match – and the bonnets are in desperate need of paint). However, the rest of the car seems to be in good shape and it should be available for handbrake training in the spring.

Dallas Railway & Terminal Co. 434 (Fund 655) had its share of late-season woes. Bill Catanesye and Dave Rogers spent several cooler days repairing the doors and chasing down air leaks, as well as putting on a new pole (and rope) damaged during service.

Twin Cities 1267 (Fund 764) threw us an interesting curve; all four bolts holding its equalizing springs in place had broken off on the #2 truck. The bolts (or lack thereof) allowed the springs to move around (not a good thing). New bolts have been installed and the car makes less KLUNKing noises.

Work on **Boston Elevated 5821** (Fund 545) wrapped up, just time for *Prelude* use. Most of the air leaks in the brake valves have been chased down and eliminated, the misbehaving door engine now works consistently, and a successful test was completed on its heaters.



Shop staff and volunteers work on prepping one of the trucks for The Narcissus. RL



Seashore Collection Spotlight: **INTERBOROUGH RAPID TRANSIT No. 3352** By Richmond Bates

Two of Seashore's most historically significant vehicles are part of its rapid transit collection. One is Budapest No. 18, built in 1896 as part of a 20-car fleet of the world's first electrically powered subway cars. (London's subway was older, but it first operated with steam locomotives and then, in 1890, with electric locomotives.) Seashore's other world pioneer is Interborough Rapid Transit No. 3352, built in 1905. No. 3352 is one of the world's first fleet of all-steel rail vehicles and is the only survivor of these first all-steel cars.

The Interborough Rapid Transit Company was organized in 1902 to build New York City's first subway. When the subway was being designed, the issue of safety was important, since most of the line would be in tunnels. The company embarked on a program to develop an all-steel car which would be both fire and collision resistant. Engineers had previously believed that a car would come apart under the stresses of vehicle operation unless it contained at least some wood to absorb shocks. Car builders also thought that an all-steel car would have poor insulation and be too noisy. At the time, the Pennsylvania Railroad was planning to build Pennsylvania Station in New York City. PRR President Alexander Cassatt also wanted the safety of an all-steel car for the tunnels needed to reach the new station which was to open in 1910. Cassatt made an offer to August Belmont Jr., President of the IRT, to build a sample steel car for the subway. In early 1904, the PRR's Altoona, PA shops completed the prototype steel car, No. 3342, with a large, single, thick center sill which made the car much heavier than wood cars. This was too heavy to meet the IRT's needs for rapid acceleration between frequent stops while carrying heavy passenger loads. At the time, George Gibbs was the IRT's Consulting Engineer as well as the Pennsylvania Railroad's Chief Engineer in charge of constructing Pennsylvania Station and electric traction for the station area. So, Gibbs designed an underframe with a skeleton of intersecting steel sills and cross members which provided strength as well as reduced weight. For added safety in the event of collision, Gibbs added a heavy steel anti-telescoping plate, known as an anti-climber, at each end of the car.

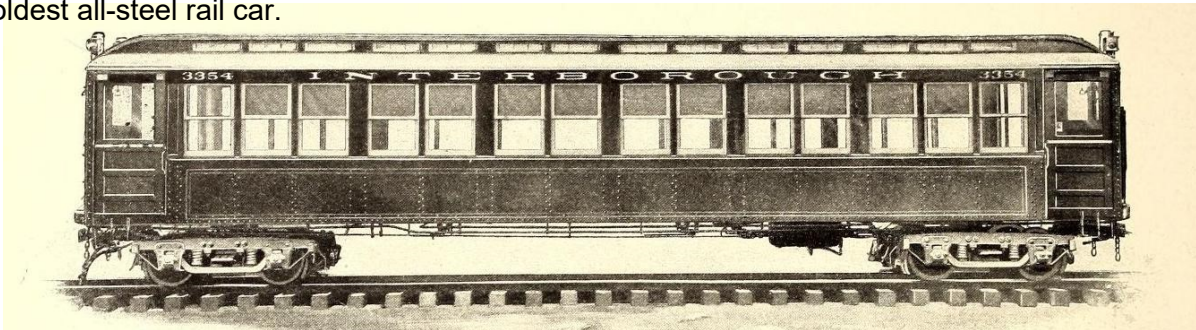
Carbuilders were not able to adapt to the all-steel technology in time to construct a fleet of cars for the opening of New York's first subway on October 27, 1904. So, the IRT acquired 500 composite wood and steel cars for the initial subway operation. Once Gibbs had perfected his design, the IRT then ordered 300 all-steel cars of the Gibbs design from American Car & Foundry. These cars, Nos. 3350-3649, were termed High-Voltage (Hi-V) "Gibbs" cars and came in 1904-05. The steel cars' performance immediately rendered all wood framed vehicles obsolete. The PRR, as well as other railroads and transit companies, then began building all-steel cars.

On the night of December 4, 1907, No. 3352 was the lead car in an empty, stationary train. Another train, also with no passengers, moving at 30 to 40 m.p.h., collided with No. 3352's train. Because of No. 3352's steel anti-climbers, it sustained only minor damage. The lead car on the moving train also had an anti-climber which likely saved the motorman's life. Other cars on both trains were wood-steel composite cars without anti-climbers. These cars telescoped in the collision and suffered serious damage. This incident helped establish the safety benefits of all-steel construction and the use of steel anti-climbers.

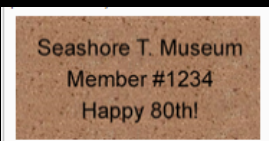
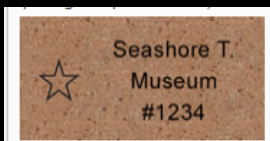
As built, the Hi-V “Gibbs” cars had doors at the ends of the cars. In 1910-12, the IRT added pneumatically operated center doors to improve passenger flow. The end doors remained manually operated by a conductor. The Hi-V cars used 600 DC voltage from the third rail for the motorman’s propulsion control while IRT cars built beginning in 1916, called “Low-Voltage cars,” used 32 volts for the motorman’s controller.

In 1940, the IRT came under city ownership. In 1953, the city formed the New York City Transportation Authority to operate the subways. The NYCTA ordered new cars to replace the Hi-V cars. The new cars included the R22 cars, such as No. 7371 now also at Seashore, to operate on the IRT lines and replace the Hi-V cars. In 1956, the New York City Board of Estimate passed a resolution to sell former Brooklyn Rapid Transit #4547 and a Hi-V car to Seashore for \$1 each. Seashore selected No. 3352 for preservation as it was the oldest Hi-V car remaining at the time. No. 3352 had run in daily service for over a half a century and had to be called in off a regular train in 1956 to be sent to Maine.

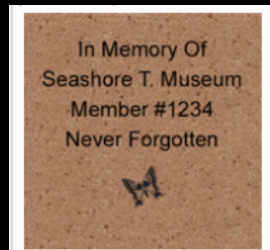
No. 3352 moved from Bronx, NY to Kennebunk by rail on its own wheels. During the 1960s, Seashore began restoration of No. 3352, rebuilding its body without the center door and returning it to its original configuration. In order to operate the car on museum track, Seashore installed trolley poles. Although structural restoration is largely complete, exterior paint and significant interior work remains to be accomplished. No. 3352 now remains as the world's oldest all-steel rail car.



Leave your mark! To commemorate our 80th Anniversary, **Members are invited to purchase personalized bricks** to recognize your connection to the world’s oldest and largest electric railway museum. Bricks may be purchased online at www.trolleymuseum.org/brickcampaign. Engraved bricks will be placed within our Visitors Center platform later this season.



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



Daniel Tiger Visits Seashore in 2020



Back by popular demand, visit Seashore Trolley Museum on Saturday/Sunday, June 13th & 14th and meet Daniel Tiger, son of Daniel Striped Tiger from the PBS series Mister Rogers' Neighborhood!

Hop on a real trolley to Daniel Tiger's Seashore Neighborhood (Highwood Trolley Barn) to meet Daniel and Seashore's very own car 31.

Tickets will go on sale on Friday, March 27th at 10AM. In 2019, this event sold out in 24 hours, so we have added a second day in 2020.

Meet Seashore's Newest Collection Item: CLRV 4068

We have some exciting news to share! The Museum is welcoming a new collection piece in 2020 — Toronto CLRV 4068. This Canadian Light Rail Vehicle operated in traditional streetcar line service by the Toronto Transit Commission and was manufactured by the Urban Transportation Development Corporation/Hawker Siddeley Canada. The once 196-car fleet was built between 1977 and 1982 and was officially retired from regular TTC service on December 29, 2019 after 40 years, a near-record in today's transit industry. The car will remain in storage in Canada as the Museum prepares for its arrival. Stay tuned! For more information about the history of the CLRV, visit: <https://www.railwayage.com/news/2019/12/29/ttc-bids-farewell-to-the-clrv/>



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Seashore
Trolley
Museum

2020 Season Events!

195 Log Cabin Road | Kennebunkport, Maine

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



= Experience our Pump Car!

May



Saturday, May 2nd: Opening Day & Maine Day! Admission for Maine residents is \$2.07; children 15 and under are free. Special cars in our Maine collection will be featured.



Saturday, May 9th: International Day. International visitors admissions are half off. Cars from our international collection will be featured!



Sunday, May 10th: Mother's Day. Mothers admissions are free! Behind the Scenes Shop Tours will be offered at 11AM and 1PM.



Saturday, May 16th and May 23-May 25: Armed Forces Days. Active duty military personnel and veterans' admissions are free!

Saturday, May 30th: Dog Appreciation Day. Dogs are welcome every day at the Museum, but today we will have special door prizes and more!

June

Saturday, June 6th: Speeder Day! Take a ride on one of several Speeders visiting Seashore for the day!

Saturday-Sunday, June 13th-14th: 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; available Friday, March 27th



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



Sunday, June 21st: Father's Day. Fathers' admissions are free! Behind the Scenes Shop Tours will be offered at 11AM and 1PM.

Sunday, June 21st: 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).

Sunday, June 21st: Something's Fishy at Seashore/Maritime Festival in the Kennebunks. Activities at Talbott Park, fish trivia and more!



Saturday-Sunday June 27th-28th: First Responder Day. To show our appreciation, first responders' admissions are free.

Wednesdays in July & August: Ice Cream Night!

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

July



Wednesday, July 1st: Canada Day! Canadian residents' admission is half off. Special cars in our Canada collection will be featured.



Saturday, July 11th: Massachusetts Day! MA residents are half off!

Saturday, July 11th: Maine Antique Power Association: Check out a large collection of restored small engines.

Sunday, July 12th: Moxie Day! Experience a Moxie Invasion!



Saturday-Sunday, July 18th-19th: Business Member Appreciation Days. Seashore's business members will be featured. All guests will get one chance to win door prizes donated by our business members!



Saturday, July 25th: Connecticut Day! Admission for CT residents is half off! Special cars in our CT collection will be featured.



Sunday, July 26th: Minnesota Day. Car 1267 will be featured and celebrated. Residents of Minnesota get in free!

Free Story Time! Mondays – Fridays, July 6th - August 28th @ 11AM
Join us for a fun, 20-minute story time before taking a ride on a trolley!

Special Fleet Rides Mondays – Fridays, July 6th - October 12th @ 1PM
Each weekday will feature a ride on a special trolley, rarely operated!

August

Saturday, August 1st: May Day Celebration with the School Around Us! Our neighbor school is turning 50 and are celebrating with a festival at Meserves Field all day! Join us for good food, live music, and trolley rides.

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

Saturday -Sunday, August 15th-16th: Teacher Appreciation Days. To show our appreciation, teachers' admission is free! All teachers will receive a free chance to enter to win door prizes!



Saturday, August 22nd: All Women Crew Day. Celebrate the role women have played in transit history! BAMs will be offered throughout the day for female guests interested in becoming a volunteer trolley operator at the Museum in 2021!



September



Saturday-Sunday, September 5th-6th: Model Railroad Layout Days. Check out model layouts and displays in our Exhibit Room!



Sunday, September 13th: Grandparent's Day! Grandparents' admissions are free! Behind the Scenes Shop Tours will be offered at 11AM & 1PM.

Saturday-Sunday September 26th-27th: 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!

October

Saturday-Sunday October 3rd & 4th: 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!



Saturday, October 10th: Members Day & Open House. Members have the opportunity to ride and operate special cars in our collection and participate in special workshops! Admission is free for all guests.

Friday-Saturday October 30th-31st: Ghost Trolley, 7PM-9:30PM. Take a ride down Seashore's haunted track if you dare to our carbarn of terror, but prepare to be scared!



Saturday, October 31st: 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.

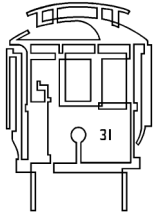
Regular Admission

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

Become a Member!

Individual Membership: \$35
Student/Senior/Military: \$30
Plus One (Share with a Friend!): \$55
Family Membership: \$60

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



New England Electric Railway Historical Society
P.O. Box A
Kennebunkport, ME 04046



Photo By Eric Gilman