

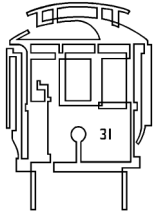
THE NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY
Seashore Trolley Museum & National Streetcar Museum at Lowell

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2019

DISPATCH



**SPECIAL 80th
ANNIVERSARY EDITION**



NEERHS

Seashore Trolley Museum
& National Streetcar Museum at Lowell

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(207) 967-2800 | www.trolley museum.org

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.

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 Membership Secretary, or the Museum office at the address above.

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Front cover photography by PM

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The final issue of *The Dispatch* in 2019 will be published in December. Please send your articles or photography by November 1st to dispatch@neerhs.org for consideration.

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From the

CHAIRMAN OF THE BOARD

Tom LaRoche



Greetings from the Seashore Trolley Museum! Thank you for your support of our mission and the work that we do. As I enter my third term as Chairman of the Board, I continue to be very impressed at the passion our members and guests have for the Society, and all that we keep accomplishing to move our Museum forward.

This year, the Trustees have worked hard on developing our future strategic direction and soon will reveal a 5-year Strategic Plan. After identifying over 40 projects that members would like to complete for the betterment of the Museum, we have picked projects to focus on first that most directly help us continue to operate a safe museum and better preserve, protect and present our collection.

The process of prioritizing our needs and these projects was not easy. The board spent many hours in closed sessions this spring and summer taking the opinions shared by our members and discussing which needs are most pressing. We also created a 5-year Fund Development Plan to ensure that projects we are picking have the best chance possible at achieving fundraising goals to turn our visions into reality. We will kick off our 5-year plan in January 2020 by announcing the projects we plan to complete, and how you as members and supporters can help.

As we've undergone this planning process, our Bylaws Committee is active again. The committee is wrapping up a hearty review of our governing document and has proposed changes to the way we do business to best align with our strategic direction and mission. On Members Day this October 12th, the committee will present their suggested changes. We would like your feedback to help us shape final revisions that will be voted on by our membership in a Special Meeting, to be called later this year.

Lastly, our Trustees have led quite the noticeable cultural shift at the museum this year. While there is still more work to be done, this positive change is long overdue. We have supported our Executive Director's new appointments to administrative roles, and many members who have not had the opportunity to lead before now are now able to share their strengths and talents with us all—and we have greatly benefited. Departments are working collaboratively, and several new, young members have joined our cause. The positive momentum at the museum is contagious, and it feels great to be a part of this. I hope you will join us on Members Day this year to feel this too, and get involved in one of the new initiatives we will soon announce.

For the good of the Society,

Tom LaRoche
Chairman, Board of Trustees

Congratulations to this season's first class of New Operators! RP





Seashore Trolley Museum has had quite the 80th year! We celebrated Opening Day on May 4th, which paired nicely with Star Wars-themed “May the Fourth Be With You Day.” The turnout was tremendous and the momentum has not wavered—to date, we have experienced an increase in Admission by 46% over last year’s guests to date.

The Museum has hosted many new “fan” and family events, including Daniel Tiger Visits Seashore, Free Weekday Story Times, appreciating each state our operating fleet once operated in, and offering a special fleet ride each weekday, which continues through October. All Women’s Crew Day was a big hit in August, and it was an honor to play a role in the event. We also hosted a dual Business After Hours event with two local chambers, a wedding reception, a rehearsal dinner, a movie shoot, and so much more. The highlight of the season was celebrating our 80th Anniversary. Keep reading for more.

The 2019 Annual Fund Campaign is also off to a great start; we have raised \$32,618.00 to date. Because of this wonderful start and the revenue raised from early Daniel Tiger ticket event sales, we were able to complete major track work on our Main Line, as well as get started on several exhibits and grounds improvements. Efforts to transform the first floor of Tower C into an exhibit space will soon begin. Thank you to those who have invested in our mission so far this year.

Continue to help us raise Annual Campaign Funds to support mission-critical projects that have been prioritized in our operating budget this year. 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.



Talbott Park got a makeover in June, thanks to 26 volunteers participating in the United Way’s Day of Caring, held annually to engage businesses with local nonprofits.

2019 Annual Fund Campaign

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	

Gettysburg College Externship Program



In June, Gettysburg College students Grace Bushway and Hannah Turner completed a week-long externship at the Museum. Shadowing our Executive Director, also a Gettysburg grad, Grace and Hannah learned all about nonprofit management, grant writing, fund development, event planning, and volunteer management. Have a connection to Gettysburg College too? Let our Executive Director know by emailing her at director@neerhs.org.

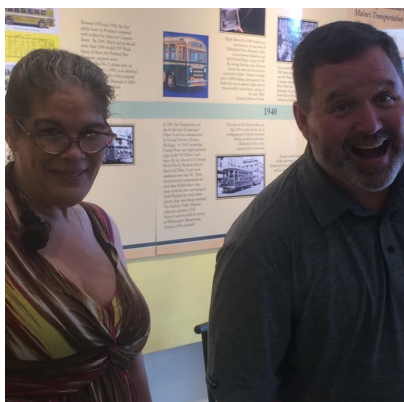
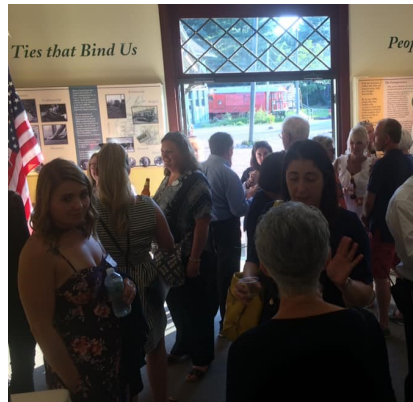
A Seashore Celebration!



Congratulations Harry and Brenda Rickards! They had a beautiful Wedding Reception in Highwood Barn on July 28th. The two chose to make their grand entrance using the Pump Car, and guests danced all night long.

Seashore Hosts Business After Hours

Nearly 80 members of the Biddeford+Saco and Kennebunk-Kennebunkport-Arundel Chamber attended an August Business After Hours event together at the Seashore Trolley Museum. Guests were treated to the pump car, evening trolley rides, food by Peter Morency of the Bitter End/Pedro's, wine by the generous Brian Petrie of Bronco Wine Company, wonderfully delicious chowder by Michele McNelis-McGrady from Talula's ComforTable in Kennebunk, and music by our very own Rich Pascucci.





Summer Youth Restoration Art Intensive **NAGASAKI 134**

In October 2019, local artist and afterschool program advocate Ann Thompson saw the announcement about our new Executive Director Katie Orlando in the newspaper and reached out to schedule an introduction. The two clicked immediately over their shared passion for youth development and programming, and they began to discuss what the Seashore Trolley Museum could offer to local teens to bridge the afterschool programming gap in our community.

The next conversation took place in Thompson's studio, where she shared information about a local nonprofit she was involved with, Friends of Aomori. The Maine and Aomori, Japan link began with a shipwreck, October 31, 1889. The *Cheseborough*, out of Bath, Maine, was caught in a fierce storm off the coast of the Tsugaru Peninsula in Aomori Prefecture at the northern tip of the Japanese main island of Honshu. Powerful westerly winds drove the ship onto the shoals near the village of Shariki. The ship was destroyed, but some of the crew and passengers were saved, brought to shore and cared for by villagers, who then sought help from the Aomori government.

The memory of the rescue and the enormous efforts of those who sheltered the survivors and those who made the journey for more assistance remained vivid in the isolated community through the Russo-Japanese War, World War I and World War II. As the 100th anniversary of the wreck of the *Cheseborough* approached, Shariki Mayor Narita and his colleagues decided to seek a sister-city relationship with the City of Bath, Maine. The Shariki-Bath linkage led to efforts in Aomori and in Maine to form a sister-state relationship. The sister-state agreement was signed by both states in 1994, and following several visits and exchanges have taken place, including trade delegations, fishing industry exchanges, cultural and art exchanges, including a woodblock printmaking exchange.

Orlando, just weeks into her role, had heard about one of our collection items in storage; a tram from Japan that was one of the smallest in our streetcar collection—so small, the piece was shipped over in a wooden crate. She invited Thompson to visit the tram in the upcoming weeks before the snow fell, and after trekking through Central Car barn to locate Nagasaki 134, the two knew that this tram would be just the perfect collaborative project.



Nagasaki Tram Before: Nagasaki 134 was donated to the Seashore Trolley Museum in 1960 in operating condition. The tram has been stored on campus awaiting donations towards its restoration.





The project was selected and project development was in full swing. The Museum would offer a one-week summer art intensive and invite local teen artists to participate. Work began immediately to recruit local youth, and Thalia Tucker, Metis Tucker, Blake Pennington, Carlie Hutchins, Amy Bradford, and Nia Farago-Dumsch all eagerly signed up and were ready for this one-of-a-kind experience. The Tucker family offered to transport the students to and from home to the Museum each day. Grant applications were submitted to various local and regional foundations to support the intensive. With a support from the Maine Humanities Council and the Maine Arts Commission, the project could proceed. Long-term Museum vendor Fine Paints of Europe was tapped to provide a paint sponsorship for this project, and without hesitating they jumped in to help with a generous donation of 9 gallons of oil-based paint. Maine native and woodblock printmaking expert Lyell Castonguay was recruited to mentor the students during the intensive alongside Thompson.

Everything was falling into place! Everything except one important piece—freeing Nagasaki 134 from Central Car barn and moving it inside the Restoration Shop so the youth would have access to the tram in a safe location. Several Yard volunteers, led by Dan Vardaro, Jeff Bennett, and Rich Pascucci, stepped up to the plate and began to work out the logistics of freeing the tram from storage. They discovered 14 collection items needed to shift, some 2-4 times, in order to access the tram. Most of these particular items do not move under their own power, and our yards were still congested due to track work underway in Fairview. Vardaro came up with a well crafted plan, and as a result, 13 volunteers shifted the yards in less than 8 hours and were able to free and move the tram.

The art intensive took place from August 4th-August 10th. In the mornings, the students cleaned up and painted the interior and exterior of the Nagasaki Tram, including the windows and the trim. In the afternoons, the students learned and refined their skills in woodblock printmaking, and created collaborative prints, displayed in the tram. The eight-piece series tells the story of one of the tram's operators, Wada Koichi, who lived in Nagasaki pre- and post-World War II. Students read two books to prepare for the week—*Daughters of the Samurai* by Janice Nimura and *Nagasaki: Life After Nuclear War* by Susan Southard, and both authors skyped with the students during the week to learn about the project, our Museum, and to share first-hand perspective of Nagasaki culture and history with our students.

Restoration Shop Technician Heidi Schweizer took the lead on the restoration half of the project, and many other Museum staff and volunteers joined in to help, inspired by the immediate results they were seeing on the tram's restoration and how much care and respect the students displayed towards their work on the tram. Volunteers that helped the students during the week included Jim Mackell, John Mercurio, Karen & Ed Dooks and Tom Tello.

On August 10th, as the last coat of paint dried, the Nagasaki Tram was pushed out of the Restoration Shop for its debut. Members of the Museum family, the student's families, and the local community were invited to join in the celebration!

(Check out the work completed on the following page)





Nagasaki 134 was debuted to the public on Saturday, August 10th. A four-wheel closed car, Nagasaki 134 was donated to Seashore Trolley Museum by the Nagasaki Electric Tramway Co., Ltd., of Japan in 1960 to honor the 100th Anniversary of the opening of trade relations between the United States and Japan. Built in 1911, the tram originally ran in Osaka, and was transferred to Fukuoka in 1929, and to Nagasaki in 1953. When shipped to the United States from Japan aboard the S.S. Pioneer Minx, the tram was protected by a giant wood-slatted crate to prevent being damaged in transit.



For just one week's worth of work, we think the Nagasaki tram looks fantastic! The full exterior of the car was sanded and scraped, and received two coats of primer and three coats of paint. The interior's metal trim was also scraped and received fresh coats of mint green paint. The windows all came out and received coats of primer and paint as well, and five windows were in poor condition and have since been replaced. The interior was deep-cleaned and shines, and fresh decals were placed on the exterior.

Our work is not quite finished. You can get involved in this project by helping us cross the finish line! One end of the tram had sustained damage previously, and was further disrupted in the move out of storage to our Restoration Shop. Repairs are needed here, as well to the tram's roof, which needs new canvas and a fresh coat of paint. Roll signs for the tram also need to be re-created, and the final piece of this cosmetic restoration will be to reupholster the two benches in the tram and repaint the tram's floor.

To be part of this incredible transformation, please be encouraged to donate to the project. No amount is too big or too small. Visit www.trolley museum.org/support/donate and designate your gift to the Nagasaki Tram, Fund #773.



(Left) A local Taiko Drum Group helped us celebrate the big reveal on August 10th.

(Right) Nagasaki 134 Volunteers and Youth: Museum members and volunteers John Mercurio, Heidi Schweizer, Karen Dooks, Ed Dooks, Katie Orlando, Ann Thompson, and youth Amy Bradford, Carlie Hutchins, Metis Tucker, Blake Pennington, Nia Farago-Dumsch, and Thalia Tucker.





Seashore Program Spotlight:
THE RAILROAD MERIT BADGE
 By Herb Pence

When Donna Perkins' son RJ was a Boy Scout, he wanted to earn the Boy Scout Railroading Merit Badge. No programs were available in New England, so Donna rose to the occasion. In 2000, she established the Railroad Merit Badge program offered at our Museum. She received help from Charles Anderson and his wife, and together they created the badge's syllabus for use at Seashore.

The Scouts created the Railroad Merit badge in 1952, and by the end of 2018, 264,996 Scouts have earned the badge. Seashore's weekend training sessions occur 3-4 times per summer, with an annual total of about 150 Scouts earning the merit badge. From 2005, Donna's efforts have generated \$35,305 in revenue for Seashore. She does not do this work alone; husband Bob is an Instructor and Donna's liaison with Seashore's dispatcher. Volunteers from our Education Committee and others assist in the training.

At night, there are campfires and ghost stories; burnt marshmallows and crisp hotdogs are on the menu. During the day, there are classes and hands-on-experiences with how a railroad runs, powered by electricity. Programs begin with classroom study; then troops move outside to see and touch our cars. While Scouts cannot operate our cars, they do crowd the operator, as he or she explains the similarity of controllers to auto accelerators, the air brake to an auto's foot brake and the "steering wheel" to a parking brake. Of course, there is bell ringing and whistle tooting by the attendees.

On opening weekend, Scouts from three Massachusetts troops visited Seashore to earn the Railroading badge. With girls now welcomed into Boy Scouts, it was a pleasure to see the enthusiasm with which both genders attacked the badge's requirements. We are fulfilling an obligation to educate the public about the history of our avocation, and in time some of these Scouts may work in the railroad or mass transit industry. Perhaps their experience at our museum will serve as inspiration.



Bob Perkins shows a group of Scouts working towards their Railroad Merit Badge how to operate our Pump Car.



Seashore Collection Spotlight: **TORONTO 2890**

By Richmond Bates and James Schantz

No. 2890 preparing for its appearance in the July 6, 2019 80th Anniversary parade. JM

Freshly restored No. 2890 is now an excellent representative of the streetcar system in Canada's largest city. Many cities in the U.S. and Canada are currently operating modern light rail and streetcar systems, but only Toronto kept its historic city-wide, traditional streetcar network largely intact. By the 1960s, when most U.S. and Canadian cities had abandoned their streetcar systems, Toronto was the largest streetcar operator in North America. Since then they have been expanding the network and begun building entirely new lines in the thriving northern suburbs of what is one of the fastest growing cities in North America. Currently the TTC is introducing a completely new fleet of five-section articulated low floor streetcars on its traditional system.

No. 2890 was built by Ottawa Car Co. in 1923 for the Toronto Transportation Commission (TTC). The TTC had taken over the Toronto streetcar system from the privately-owned Toronto Railway Company in 1921, and No. 2890 was part of a major fleet renewal undertaken by the TTC. The new fleet consisted of 350 "Peter Witt" motor cars and 225 matching trailers. There were two varieties, "Large Witts" able to haul trailers, and "Small Witts" which were lighter and one window shorter. No. 2890 was one of 50 "Small Witt" cars. In 1914, Cleveland, OH Transit Commissioner Peter Witt had designed a streetcar for passengers to enter at the front door and exit at a center door, paying when they passed the conductor who sat just ahead of the center door, saving time at stops. This design was known as a "Peter Witt" car and became popular in Cleveland and elsewhere. TTC converted No. 2890 to one-man operation in 1936, removing the conductor's station. In 1938, the TTC started buying Presidents' Conference Committee (PCC) streetcars to replace older Toronto Railways equipment, but most of the Witts continued running until a major streetcar line was replaced with the Yonge Street subway in 1954. The TTC (by then renamed the Toronto Transit Commission) retired No. 2890 from regular service in the 1960s. The TTC overhauled the car and ran it in charter service until 1963.

When TTC was retiring its pre-PCC streetcars in the 1960s, Seashore was in the midst of moving a fleet of Montreal cars and could not fund acquiring a Toronto Witt. However, in 1969, Seashore had acquired a Canadian interurban car, Lake Erie & Northern No. 797, from the failed Rail City Museum in upstate New York. No. 797 was largely untouched at Seashore and in reality did not fit the Society's collection goals. In the meantime, the Ontario Electric Railway Historical Association (OERHA), operating as the Halton County Radial Railway, had acquired a number of Toronto Witts, including No. 2890 donated by TTC in 1963. The OERHA offered to trade their No. 2890 for Seashore's No. 797. Seashore still desired a Toronto representative as it was the most significant North American streetcar system not yet represented in the museum's collection. The two museums made the exchange in 1999. The Halton museum had done significant restoration work on No. 2890, and the car came to Seashore in fair condition.

No. 2890 joined two other “Peter Witt” cars at Seashore: New York State Railways No. 1213 and Baltimore No. 6144. Toronto is also represented at Seashore by snow sweeper P-601 which spent part of its operating life at the TTC.

Several years after No. 2890’s arrival at Seashore a group of volunteers started working on the car with the goal of making it available to museum visitors. The first task was to re-gauge the trucks from Toronto gauge of 4’ 10-7/8” to standard 4’ 8 ½”. The wheel and axle sets were sent to a railroad shop to have the wheels pressed in, and the brake rigging was moved by volunteers. The car’s four motors were sent out to A.C. Electric for overhaul, at a total expense of over \$32,000, covered by member donations. Leaks in the air system were repaired by replacing corroded piping.

In 2011 work swung to the body as the group of volunteers who had worked on Washington PCC No. 1304 moved to No. 2890. Many corroded steel underframe sections and side panels were either patched or replaced, including platform knees, an end sill, and framing that supported the center door well. Next the exterior of the car was completely painted and lettered, matching the car’s appearance in the late 1930s.

On the interior new headlining was fabricated, painted, and installed. Replacements were fabricated for several missing seats and a number of other cushions or backs were reupholstered with appropriate brown leatherette. The two large sliding door pocket interior panels were missing and new ones were fabricated after a trip to Halton County to note the dimensions. The window sashes were all revarnished and a complete set of interior and exterior reproduction period Toronto advertising cards were created and installed. Considerable effort was devoted to making the front and center pneumatically operated doors operational, with a bit more work remaining for the center treadles to operate.

This year it was planned to introduce the car as part of the 80th anniversary trolley parade, with the shop crew driving the truck reassembly, installation, and testing. However, a series of unplanned events kept delaying the start until the week of the celebration. A crash program got the motors in the trucks, the trucks under the car, and brakes and traction motors connected, and all systems tested. About noon on Friday, July 5—the day before the parade—No. 2890 moved on its own power for the first time in 20 years. However, later that day a relatively minor braking problem was discovered, but there was not time enough fix it to enable the car’s first trip to Talbott Park. So for the parade the car was carefully run from the shop to Arundel Station and presented to the crowd. The car was then backed into the shop and several days later the crew worked to solve the braking issue and to complete lubrication and inspection.

As of this writing the car is moving close to taking its place as one of the special cars that will offer rides at 1:00 pm several days a week. Thanks to all of the volunteers, staff members, and donors who have made this project possible. Special thanks to our friends at the OERHA in Canada for providing excellent documentation for the car and many expert answers to our questions.

No. 2890 makes its public debut at the July 6, 2019 80th Anniversary parade. PM



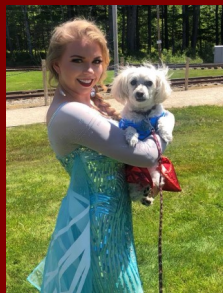


Visitors Center Platform BRICK CAMPAIGN

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.



Seashore's Inaugural Superhero & Royalty Day was a BIG success! Over 170 guests enjoyed character visits, crafts, Superhero Training Camp and more!



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Member Spotlight: JOHN MERCURIO

Hometown: Winchester, MA

Current Home: Kennebunk, ME

High School: Winchester Mass High School

College: Boston College

Degree: BA in Business Administration

Favorite pieces of Seashore's collection: *City of Manchester*, Eastern Mass 4387, Boston Elevated 5821

Current Volunteer Positions at the Museum: Instructor, Dispatcher, Operator, year-round Restoration Shop Technician, 80th Anniversary Planning Committee, Education Coordinator, Insurance Coordinator.

Family: Wife Judy, Daughters Marie (MA) and Tammy (OH), Grandkids Nicky, Maranda and James.

Former Profession: Independent Insurance Agent

Favorite Part of Seashore's History: How the Museum was founded. That young men could be so passionate about preservation, and how their legacy continues today with this generation of volunteers.

Fun fact: My Sicilian heritage!

Do you have an interesting story to tell? Contact our Editor at dispatch@neerhs.org and let us know!

NEERHS Announces \$400 Thousand Bequest

New England Electric Railway Historical Society is honored to announce the receipt of a \$400,000 bequest from the estate of George W. Jones. As the Board of Trustees finalizes the 2020-2024 Strategic Plan, decisions will be made where to invest this generous gift. "The timing of this bequest has given us the momentum we need to realize our potential and confidently pursue larger capital projects," states Thomas LaRoche, Chairman of the Board of Trustees. "We are truly grateful for this extraordinary gift. Mr. Jones' legacy will proudly live on for generations to come."



Young riders excited to board Minneapolis/St. Paul 1267. NTM

Early morning reflection of Tower C on "Lake Seashore" after heavy rains in April. MDV





OLD ORCHARD

Main and Elm Sts.
EXTRA

31

SEASHORE



RETURNS 80
1939-2019

*Eastern Mass
4387 makes
its debut
during the
80th
Anniversary
Parade. The
car was
operated by
member
Donald
Stephenson,
son of Lester
Stephenson,
an operator of
the car while it
was in service.
DC*



*Atlantic Shore
Line 100 and
Biddeford &
Saco 31 pose
together in
front of
Highwood
during the 80th
Anniversary
Trolley Parade,
Car 31 started
the streetcar
preservation
and the New
England
Electric
Railway
Historical
Society
movement on
July 5, 1939.
CK*





*Cleveland
1227 takes a
special
members only
trip out on the
Main Line
following the
80th
Anniversary
trolley parade.
This trip was
highly
anticipated
and the car
quickly filled to
capacity.
DC*

*Minneapolis &
St. Paul 1267
operated all
day during our
80th
Anniversary
celebration.*

DC





The New England Electric Railway Historical Society celebrated 80 years on July 5th, and celebrated this milestone over four days with 800+ members and guests.

The long weekend began with a Speakeasy Casino event on Friday night, co-chaired by Matt Cosgro and Jessica Vanco. Attendees were treated to live jazz music, amazing food, evening trolley rides, exquisite wine donated by Bronco Wine Company, and casino entertainment.

On Saturday and Sunday, model railroaders were invited to bring their layouts and displays to the museum and showcase the hobby. Guests enjoyed viewing eight layouts and displays of all scales.

The event many members had been waiting years for also took place on Saturday—the 80th Anniversary Trolley parade. 18 collection items were on rolling display, including the *City of Manchester*, Boston 396, Atlantic Shore Line 100, Montreal 2, Cleveland 1227, Blue Line 622/623, the Pump Car, Minneapolis & St. Paul 1267, Dallas 434, Boston Snow Plow 5106, New Haven 303, Connecticut 1160, Wheeling 639, Boston 5821, Manchester 38, and of course the car that started it all, Biddeford & Saco 31 participated. Project sponsors held a ribbon cutting for Toronto Transit Commission 2890 and Eastern Massachusetts Street Railway 4387, two restoration projects recently completed after years of hard work. No. 4387 and Cleveland 1227 took eager members on a ride to Talbott Park following the parade. A thunderstorm and wind gusts ended the outdoor festivities at 3:30PM, but some members stayed for a special slideshow of Seashore over the decades by Russ Monroe, which will be shown again on Members Day in October.

On Monday, the festivities were rounded out by Massachusetts Day and rides on our very own pump car.





Thank you to the following businesses, individuals, and families who donated prizes or their time to help us make our Speakeasy Casino Night a success! Brian Petrie and Bronco Wine Company, Dr. Robin Linster and Active Balance Spine and Sports Care, Daytrip Society, Dock Square Coffee House, Maine Stay Inn and Cottages, Old Bagzz, Vinegar Hill Music Theatre, Batson River Tasting Room, Morph, Hearth and Soul, Farm +Table, The Perkins Family, the Cosgro Family, the Alcock Family, and the Locke Family.





Seashore Collection Spotlight: **EASTERN MASS 4387**

No. 4387 is one of 200 trolleys which Laconia Car Company built for the Bay State Street Railway in 1918. The Bay State Street Railway, which reorganized in 1919 as the Eastern Massachusetts Street Railway, provided streetcar service in the suburbs around Boston. For an era before air conditioning, No. 4387, has large triple sash windows that can slide into pockets below the window, thus creating a largely open car for summer operation. Steel window guards protect the passengers during the open, summer operation. This type of streetcar is known as a “semi-convertible.” No. 4387 and its sister cars were fast cars and were popular with the riding public, warm in the winter and cool in the summer. No. 4387 originally ran between Sullivan Square Station, Charlestown, MA and Lowell, MA via Reading, MA. No. 4387’s last run in 1946 was between Sullivan Square Station and Stoneham, MA.

Seashore acquired No. 4387 on its retirement in 1946. The museum has restored the car and operated it in regular service. On July 6, 2019, the car left the restoration shop for the first time in over four years and returned to Seashore’s operating fleet, following the success of a major preservation effort by our volunteers and staff.

No. 4387, through a new lens.

JF



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JOIN US FOR MEMBERS DAY & OUR OPEN HOUSE!

SATURDAY

October 12, 2019

10am - 5pm

FREE ADMISSION FOR EVERYONE—BRING A FRIEND!

FEATURING • Take a picture of Biddeford & Saco 31• Transit Book Sale • Cookout • Be a Motorman (BAM) for Members on Dallas 434, Wheeling 639 or Eastern Mass 4387 • Rides on Montreal 2, Manchester 38, Atlantic Shore Line 100, Boston 396, *City of Manchester* & Blue Line Train • Try Out Our Pump Car • Norm Down Collection HO Model Train Sale

WWW.TROLLEYMUSEUM.ORG



EVENT SCHEDULE

10AM-11AM SPEEDER RIDES

Take a ride on a speeder on the Butler Grove lead!

10AM-4PM: EXPLORE THE NAGASAKI TRAM

This summer, a group of local teens spent a week volunteering at the Museum and completed the first phase of restoration work on Nagasaki 134. Check out their work, which includes an art installation!

10AM-12PM: MUSEUM LIBRARY OPEN HOUSE

The Library Committee has worked hard all year long to set up their new space, located at 203 Log Cabin Road. Come by and check it out!

11AM: HOW TO FLIP A SWITCH

Are you interested in the railroad operations side of our work? Learn how switches work, and you'll get the chance to flip a switch!

11:30AM-1PM: LUNCH

Enjoy hamburgers, hotdogs, snacks, deserts and assorted beverages!

1PM: BEHIND THE SCENES RESTORATION SHOP TOUR

Take an up-close guided tour of the cars currently being restored and the other special areas of the shop.

2PM: TOWN HALL WITH OUR EXECUTIVE DIRECTOR

Join this Town Hall Meeting to learn about what's on the agenda for 2020 and share your thoughts and ideas.

2:30PM: BYLAWS DISCUSSION

Our Bylaws Committee has been hard at work this year revising our governing document. Learn about proposed changes and share your thoughts and suggestions.

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From the **TOWN HOUSE SHOP** By Randy Leclair and Brian Tenaglia

Much of the activity in the Shop in early summer of 2019 revolved around installation of motors in **Eastern Massachusetts Street Ry. 4387 (Laconia, 1918)** and **Toronto Transit Commission 2890 (Ottawa Car Co., 1923)** in preparation for Seashore’s 80th anniversary festivities. This work, while intensive, was comparatively routine, consisting of raising each car, removing the motor-less trucks, installing motors and bearings, reinstalling the trucks, setting the cars back down and “hooking everything back up”. 4387 was able to be released to limited public service shortly after its “premiere”, while 2890 returned to the Shop for further work on its extremely complex ancillary systems.

Surprisingly, one of the more challenging tasks for Shop volunteers and staff did not involve 4387 or 2890 at all.

Connecticut Co. 303 (Brill, 1901): During annual inspection, several bolt fragments were found lying on top of the car’s #2 truck. Further investigation revealed these fragments were portions of the bolts holding the car body center bearing (a heavy steel casting which supports the body on the truck, transmits tractive and braking forces from the truck to the body, and allows the truck to swivel) to the body bolster (a reinforced portion of the body which supports it on the center bearing) . This was also found to be the case on the other end of the car, with fully half of these bolts visibly broken.

Complicating the issue, detailed inspection revealed that the car’s body had shifted on its center bearings, making in-place replacement of the 15” long bolts impossible, and cracking the hardwood blocks between the center bearing and bolster. Further, extremely high anticipated attendance at the Museum’s first “Daniel Tiger Visits Seashore” event demanded cars with high seating capacity for Highwood shuttle service. Both 303 and 838 performed well for this event, in what may well have been the most intensive service they have seen since their Yale Bowl days. 303 is 118 years old this year; 838 is “only” 114.

The flexibility of the structure of an open car requires special equipment to remove the body from the trucks. This consists of fabricated steel “hooks” which grip the car around the side sills near the bolster. A section of rail provides rigidity and strong outboard lift points for jacks. Careful manipulation of the jack on each side of the car gives a limited ability for alignment of the body with the trucks. As with all lifts, heavy timbers are used to help safely support the car body once it is raised off its trucks.

Although theoretically simple, numerous tasks accompany removing any car from its trucks. For the “303 lift”, both lifeguards and their brackets had to be removed. Trim boards had to be removed where the lifting hooks would be inserted. Motor wires had to be labeled and the insulation stripped from the connections. Brake rigging had to be disconnected. Portions of two seats had to be dismantled, and the kingpins (which pass through the body bolster and the truck, helping hold them together) had to be partly removed. Hundreds of pounds of jack hardware and blocking had to be repeatedly moved around and underneath the car (the section of rail used between the lifting hooks, which weighed nearly 400 lb., required delicate assistance from the Pettibone). Raising or lowering the body involves careful monitoring of body height and remaining cylinder travel on all jacks. Volunteers **Bill Catanese** and **Chuck Griffith** provided crucial assistance to Shop staff members **Ernie Eaton**, **Randy Leclair**, **Dave Rogers**, **Heidi Schweizer** and **Brian Tenaglia** throughout this project.

After completing preparations and acquiring new bolts (as it turns out, 5/8” x 15” bolts are not all that common), the #2 truck was removed, a replacement wood block was fabricated from ash, and the truck was quickly reinstalled, correcting the ~1/4” misalignment using the jacks. However, the #1 truck proved more problematic. The bolts did not come out as freely as on the #2 end, and some had to be driven out with considerable effort. On removal, the body half of the center bearing was found to be badly cracked. Initially, it was thought the center bearing was cast iron (which is difficult to successfully weld); closer examination revealed that the bearing was of cast steel, allowing it to be welded. **Ernie** demonstrated his abilities with the Shop’s big Miller “stick” welder, and neatly repaired the cracks in a short time.

After installing the repaired center bearing, lowering the car onto the #1 truck went as smoothly as the work on the #1 truck. After reconnecting and reinsulating the motor wires, and re-installing all of the parts removed for the lift, the car was successfully tested and released for service.

Open cars are almost timeless machines: They are unquestionably from a time long gone by, yet the experience of cool breezes and clear views remains as appealing now as it was over a century ago. A ride on a “breezer” has been a part of summer for generations of our members and guests, and we are proud to be able to continue that tradition into the future. **[Support 303 via fund 639]**



The Narcissus, pictured here, is right on schedule to be restored and operational by October 2021. Stay tuned for a full review of our progress on No. 14 in the next issue of *The Dispatch*. DC

Connecticut Co. 838 (1905) When last we reported out, 838 had just had a newly-babbitted set of bearings installed that looked to be a “perfect” fit. In fact, the fit was a little too perfect, and one of the bearings needed to be removed and scraped in for a better fit. We had mapped out four points we thought represented the dimensions of that particular bearing – and missed a high spot. This spot gave us less than 0.004” clearance. The other set is performing perfectly now.

This was not the only surprise the 838 hit us with this year – the #2 controller began arcing uncontrollably while we were doing a shop test, and once repaired did it again in a different spot. We did a number of repairs inside the controller before we felt comfortable using the car.

Lastly, the car has been stored in South Boston, in one direction, for long enough for quite a lot of the paint in the vestibule to peel off. This is hitting the bonnet, the dasher, and the railing. Painting is about half done. **[Support 838 via fund 642]**

Connecticut Co. 1160 (1906). 1160’s brake stands had a series of write-ups from last season; the ways inside the valves had been worn in such a way that made the car unlikely to reliably stop. Cleaning these up so they worked dependably took precious days in the beginning of the season. All body (and three cab) windows have been repainted. We’ve refit two of the 20 window shades into the car and will do the remaining ones as time and budgets permit. **[Support 1160 via fund 640]**

Twin Cities RT 1267 (1907). 1267’s belt rail had several soft spots, and when Doug Anderson arrived for his two-week work-cation, he dug right into them. This necessitated a complicated, full-blown surgery at a time during the season where we didn’t have any depth of fleet. Seth Reed and Heidi Schweizer put in some long hours to put the car back to right. **[Support 1267 via fund 764]**

Toronto Transit Commission 2890 (1923): We installed the four serviced motors under the car, reattached various brake return springs, and spent some long hours with the door mechanisms. David Rogers also spent a lot of time trying to get the gear cases back to their original shapes. Just about anyone nearby the shop helped with installing the motors into the trucks, and getting the trucks under the car.

The car still has a bit of a punch list – some of the journal bearings are running hot and the car does not roll well enough yet for use in special service. The rear doors also need resistors for the circuitry to work correctly. Lastly, the car has a slight roof leak toward the back of the car; until we get the leak covered, we’ll need to keep it as a dry-weather vehicle. **[Support 2890 via fund 865]**

Bay State Street Railway 4175 (1914). 4175’s recent work includes dealing with the resistor grids necessary for a two-motor car. We’ve checked our values with the 966 in Lowell (which has the same motors, and thus should have very similar resistance numbers). **[Support 4175 via fund 528]**

Eastern Mass Street Railway 4387 (1918) The 4387 also threw us a couple curves. We reinstalled the motors very quickly, and got the trucks under the car with little difficulty, but a magnet switch issue took weeks to resolve. Two of the four door sets are currently not operating correctly and are out of service. A separate magnet valve issue is currently keeping the car under tighter control, but the car should be released to full service within a few weeks. **[Support 4387 via fund 672]**





Theodore Roosevelt leaning out of the train doorway of the Portland-Lewiston Interurban no. 14, Narcissus, as he addresses the gathered townsfolk in Gray, Maine on August 18, 1914. Roosevelt had experienced something special as he and the Narcissus were approaching the Gray station moments earlier. Image courtesy Gray Historical Society

NEW BOOK TO BENEFIT MUSEUM AND NARCISSUS PROJECT

By Phil Morse

One year ago, I was very happy to release a blog post announcing that award-winning Maine author, Jean M. Flahive, had agreed to write a young readers historical fiction chapter book that would benefit the Narcissus Project. I am now very happy to report that the book, ***Teddy Roosevelt, Millie, and the Elegant Ride***, will be released this fall! Below is the 'teaser' for the book and some feedback from some who read the manuscript just prior to it being submitted to the publishing house, Maine Authors Publishing in Thomaston, Maine. For an autographed copy of Jean's book in time for distribution as a holiday gift; advance mail orders of the new book received by the Museum Store of Seashore Trolley Museum, prior to November 15, 2019, will receive an autographed copy of the new book, signed by Jean M. Flahive. Stay tuned for details on the release date, pricing, etc. in the coming weeks.

Teddy Roosevelt, Millie, and the Elegant Ride

by Jean M. Flahive

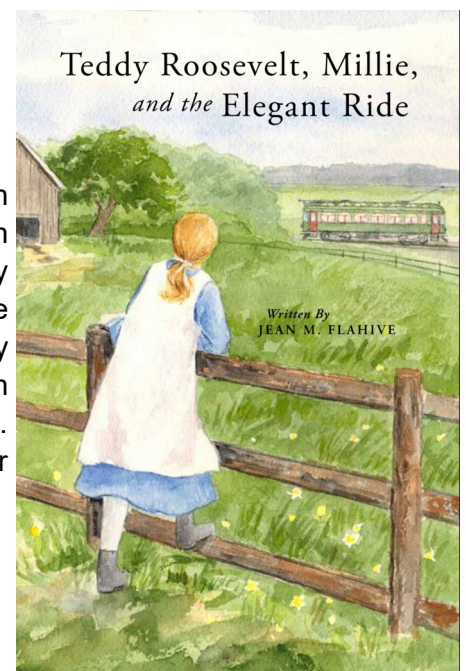
Cover Art & Sketches by Amy J. Gagnon

In 1911, young Millie Thayer witnesses the building of a rail line passing through the back pasture of her family's farm in Gray, Maine. Electric trolleys that will run from Portland to Lewiston capture Millie's imagination and dreams of faraway places. A chance encounter with a fortune-teller who sees Millie's future sets Millie on a path that intersects with former president Theodore Roosevelt and his trolley ride on the new *Narcissus* as it passes through her town. Millie's fascination with 'Mr. Teddy' and her childhood fantasies guide her actions for the next few years. Ultimately Millie is faced with one of life's harsh realities that cast a shadow on her dreams. In a moving twist, her answer comes in an unexpected place.

US \$14.95 paperback

ISBN: 978-0-578-54473-1

Library of Congress Card Control: 2019909872



"...Jean Flahive expertly rolls back the years, bringing us back to the arrival of interurban rail in small-town Maine. These 'electric traveling machines' change young Millie's life forever..."

Andrew Vietze; award-winning author of *Becoming Teddy Roosevelt*.

"...the story of their friendship is beautifully woven into the touching story of the girl..."

Donna Davidge; great-granddaughter of William W. Sewall - Sewall House, Island Falls, Maine in reference to Theodore Roosevelt and William Sewall.

"Jean M. Flahive skillfully describes the arrival of the interurban trolleys in Maine and how they changed both the landscape and lives of Mainers forever. Her captivating characters meet at crossroads of progress and politics, taking the reader on a journey of anticipation, wonder, and the reality of a changing world."

Marie Dostie; Consulting Teacher, Gifted Education, Auburn Middle School, Auburn, Maine

"Flahive's book explores a lesser-known episode from the later life of Theodore Roosevelt; she imbues the story, told from a perspective of a young girl growing up at the turn of the century, with humor and heart."

Heather G. Cole; Curator, Literary & Popular Culture Collections at the John Hay Library, Brown University

Visit www.narcissus1912.blogspot.com for updates on the book and the *Narcissus* restoration work.



In Case You Missed It:

MARSHMALLOW

Seashore's 2019 Viral Sensation

In early July, Seashore Trolley Museum had an unexpected guest—a tiny, white ball of fur with four legs was making its way across our Visitors Center field, eating every clover in its path. First thinking it was a skunk, Member Fred Hessler was the first one to photograph our new friend. As volunteers and staff examined the photos close up, skunk was ruled out, as the tail just wasn't quite right. We posted the picture on Facebook asking fans of the Museum's page to help us identify this creature. Within minutes, the comment section on the photo blew up and the creature was identified as a very rare, baby albino porcupine. The Boston Globe and the ABC and NBC affiliates in Maine called that evening asking for more photos and an interview. The following morning we were called for interviews first with TV outlets in Nashville, Atlanta, Florida, and the Carolinas, and in the afternoon, Time Magazine, and CNN. Within 24 hours the story had already spread across the nation; another 24 hours after that, across the world. Another post on our Facebook page announced a naming contest for this adorable creature, and a second round of interviews began, as well as phone calls and letters sent from all around the country with name suggestions—which ranged from Albie,

Snowball, Spike, Tribble, and Lamp. Ultimately, "Marshmallow" rose to the top. After Marshmallow's originally sighting, days passed and there were no more balls of fluff sighted. However, one week later, Marshmallow was spotted again in our Visitor's Center field, again during the afternoon, eating clover. Day after day, Marshmallow returned—mostly in the afternoons and around dusk, but also occasionally in the mornings, often spending hours munching. Marshmallow enjoys napping in trees also in the Visitors Center field, which happen to be very visible to guests as well. We discovered that due to Marshmallow's albinism, hearing and sight are not strengths of this tiny critter and this is why Marshmallow has no fear and is out at all times of the day. Signs were placed around the Visitors Center field asking guests to keep their distance, and Marshmallow continues to thrive on our campus to this day. Since the original sighting, hundreds of guests have visited near and far to meet Marshmallow, and the rest is history.

Upcoming Events!

Special Fleet Rides Mondays – Fridays, through October 14th @ 1PM. Each weekday will feature a ride on a trolley in our special fleet!

October



Saturday, October 12th: Members Day & Open House. Members have the opportunity to ride and operate special cars in our collection and participate in special workshops!

Friday-Saturday October 18th-19th & 25th-26th: Ghost Trolley, 7PM-9:30PM. Prepare to be scared! Take a ride down Seashore's haunted track if you dare and take a stroll through our carbarn of terror, but beware of the Ghost Trolley!



Sunday, October 27th: Trolley-ween! Participate in our "ghost hunt" for a chance to win a free 2020 family membership! Costumes are encouraged.



= Experience our Pump Car!



December

Friday-Sunday December 6, 7, 8 and 13, 14, 15: Daytime Rides during Kennebunkport's Christmas Prelude: 10AM-4PM. Daytime rides in heated trolleys decked out in holiday greens, shopping in the Museum store, and hot chocolate chip cookies! Only \$10/person.

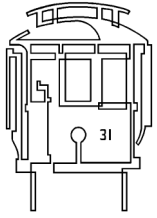
Fridays, December 6th and 13th: Golden Chariot Ride & Cocktail Party, 5PM-6:30PM. BUNDLE UP! The Museum's most beautiful open car becomes a wintry chariot whisking you along on a nighttime ride under a new moon – so your ride is illuminated only by the car itself. Signature cocktails and appetizers warm you up back at the Visitor Center. Tickets are only \$30 and include the ride; two signature cocktails, beer or wine; and appetizers! Seating is limited.

Saturday-Sunday December 7th & 8th, 12PM and 4PM: Family Sleigh Ride! Make memories with your loved ones with a ride on the Golden Chariot, singing carols! At the end of the ride warm up with hot chocolate and S'Mores! Tickets are \$15/person and seating is limited.

Tuesday, December 10th and Thursday, December 12th, 10AM-2PM: Story Time, Craft and a Trolley Ride! Join us for some Prelude Weekday Fun as we read a story together and then hop on a trolley! Stay for crafts and cookies, or take your craft to go. \$7per person, children 2 and under free). Trolleys will operate every 30 minutes.

Saturday, December 14th: Surprise! Santa's on the Trolley, 4PM-6PM. Enjoy a short story and sing along when you arrive at the Visitor center. Board the trolley with a jingle bell and a covered cup of hot chocolate to sip on during after-dark ride in a heated trolley car. **When you get on the trolley, SURPRISE! Santa's riding with you!** Everyone gets a goodie-bag to take home! Tickets are \$25/person. Seating is limited – advance reservations are required. First seating, 4PM, second seating 5PM.

New Tradition: Seashore Trolley Museum hosted a Free Story Time each weekday between June 24 and August 30. Volunteers from the community were invited to serve as guest readers each day. Fifty total story times were held, and due to high attendance, the museum will offer free story times next season as well!



New England Electric Railway Historical Society

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Photo By Derek Carter