



**1976 ANNUAL REPORT**

**SEASHORE TROLLEY MUSEUM**

"THE MUSEUM OF MASS TRANSIT"

**NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC., KENNEBUNKPORT, MAINE**



This is the scene the visitor encounters upon entering the Museum's central area. Shown here are three of the open cars operated during the summer months. Lane photo.

### REPORT OF THE PRESIDENT

As 1976, the final year of our nation's Bicentennial Celebration came to a close, it had proven itself to be another successful year for the Seashore Trolley Museum. The continually growing public acceptance of our Museum is indicated by the increase in operating income over 1975: admissions up 28.6% and gift shop up 13.1%. Principal contributing factors were good weather, excellent publicity, the variety of rolling stock used in passenger service, improved appearance of the property, the opening of a secondary exhibit barn, and last but not least, the continuing enthusiastic support of the Society's members and staff.

The experience of our 1976 operating season has pointed up trends which had been less obvious in any of the preceding several years:

First, the adoption of the straight admission policy has resulted in the public spending more time on the property. This has encouraged repeat riding on the cars which in turn has required more cars for greater variety, and, increased mileage for the cars themselves. The net effect has been more wear and tear on those cars regularly used in passenger service. Fortunately our repair and maintenance facilities in Town House Shop have been able to keep pace with the demand. This was accomplished, however, at the expense of our restoration program. To avoid a worsening of the treadmill syndrome in our car restoration and maintenance program, an ambitious upgrading of our existing shop facility is planned for 1977. Intended to effect better use of present space, the heavy mechanical and electrical overhaul work will be segregated from the running maintenance of the revenue fleet.

Another development in our operation prompted by this past year's experience is the move toward an on-site food service. The longer average length of the visitors' stay has created a demand for something more substantial than the prepackaged ice cream, cookies, potato chips, and bottled soft drinks sold in the gift shop. The problem was partially solved with prepackaged sandwiches furnished daily by a local vendor. While it met the

immediate need, it was only a stopgap. The purchase of former Chicago, North Shore & Milwaukee Diner No. 415 in 1976 was the first step in a long range plan to provide food service in an appropriate setting.

A new pattern has emerged in the car restoration projects carried out by volunteer members. This work has traditionally been done in the summer on weekends and vacations. The amount of work accomplished in any one year was therefore limited. Two members thus involved have chosen to donate the necessary funds to underwrite two restoration projects utilizing our partially winterized shop facilities, and, our locally available work force. This is accelerating the progress on at least two cars. Jim Schantz is making it possible for work to proceed on the complete rebuilding of Wheeling Car No. 39, our Cincinnati Curves car, while Fred Maloney is financing the restoration of Montreal heavyweight Car No. 957. This pattern is actually a carryover from the first individually sponsored restoration begun in 1962 when the Butler Family contributed to the "City of Manchester." Other members have given both time and money to specific cars, including the Interborough subway car, No. 3352, by James Tebbetts. The latest and most impressive undertaking was the completion of Liberty Bell Limited Parlor Car No. 1030 in time for the Bicentennial. Member Tom Ruddell is due a vote of appreciation for organizing a successful fund raising campaign through the Lehigh Valley Chapter, National Railway Historical Society, and for his solicitation of donated goods and services from Allentown area businesses. With the improvements to our shop facilities and increased capability for year-round activity, we are encouraging individual members who have the means to sponsor the restoration of a particular car.

The past year saw a continuing flow of spare car parts, overhead line and track materiel, motor vehicles and parts from the Massachusetts Bay Transportation Authority of Boston. Acquired at favorable prices, this materiel will be valuable in the long run for maintaining our rolling stock and



Winter scene — The visitors' entrance, which is alive with humanity on a typical summer day, appears silent and peaceful in this early winter scene. Lane photo.

physical plant. We are grateful to the MBTA for making these items available, and are proud to participate in a mutually beneficial relationship such as this where we occasionally are able to return the favor by loaning scarce equipment in times of need. Meanwhile work was begun on a new materiel storage yard to provide space for the newly arrived articles.

We took advantage of the offer by our neighbors, the Wallaces, to purchase a small parcel of land adjoining the public parking area. It will now be possible to increase the capacity of our parking facility which was overtaxed on numerous days last summer.

After four years' work on upgrading our existing main line trackage to acceptable standards, our attention is again being directed northward to the ultimate destination of our railway, the Terminal on Route 1. Our member, Ralph Day, has acquired land adjoining ours, and has mapped out a new, joint terminal facility with better access from the highway. During 1976 through our friend and past chairman, John G. Smith, the Society negotiated a land swap with a local developer which has consolidated our northern land holdings and improved our protection against industrial and residential encroachment. The current lack of funds and materiel does not permit extension of the main line track in the immediate future, but plans are in progress for a turning facility at the present North End. This would enable the use of single end cars in regular service, and provide an intermediate turnback point on the ultimate four mile line.

Last July, we lost one of our loyal summer volunteer passenger crewmen. Charles Warren Seaward was claimed by lung cancer just short of his 75th birthday. A native of Kennebunkport, "Charlie" was our living link with the Atlantic Shore Railway having spent his earlier years in their employ as conductor, motorman, and sub-station tender. During the past decade he spent most of his summer days at the property as a crewman or dispatcher, and served as Assistant Superintendent of Passenger Operations for his

final two years.

As the Museum operation has grown it has become more complex. Our administrative functions have required a full-time museum director for the past four years. A part-time office secretary was hired late in the summer to handle the increasing clerical work. Similarly our greater involvement with real estate and other business matters requiring professional guidance necessitated the retaining of legal counsel.

Carbarn construction did not get under way until after the end of the operating season. During the spring and summer many of the active volunteers who would otherwise have worked on carbarns were deployed in dismantling and moving special trackwork, the framework of a building, and other materiel from Boston. The wood framing for the wall of the entire 140 foot length of the Central Barn leanto was put up during the late fall, and a start was made on the framing of the rear end wall of this barn before the first heavy snowfall brought work to a halt.

While 1976 was a good year in terms of gross income, the bottom line figure, net income available for capital improvements, reflected the increased cost of operation. Not only the cash outlay,



At the MBTA's Charlestown Yard, a group of volunteer members are engaged in disassembling a switch for removal. Brillante photo.

but also the increased burden on our volunteer and paid staff people. We have set ourselves up as an educational foundation. Our presentation to the public is the history of electric railways and urban mass transit. The major portion of this presentation is the operation of our historic rolling stock as a demonstration. Those of our volunteer members who participate in this activity are able to enjoy the pleasure of operating the cars as well as helping to make history come alive for the visiting public. This pleasure has been earned through years of hard work to build our Museum



These comparative interior views of Car No. 1030 show the parlor car furnishings installed by the Indiana Railroad for use by Receiver Bowman Elder, left, and right, after

up to its present level of success. Just to maintain what we now have has become a major task for those involved with the day-to-day operation. At the same time we must press onward. There is still much to be done, and the continued and increasing support of our members and friends will be required if we are to achieve the goals we have set for ourselves.

Theodore Santarelli de Brasch,  
President

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the car's restoration in 1976 to the 1941 refurbishing of the Lehigh Valley Transit Company. Indiana Railroad and Brillante photos.

#### LIBERTY BELL LIMITED PARLOR CAR NO. 1030

The restoration of Liberty Bell Limited 1030 produced some "firsts" for our Museum and broke a few records.

The work, which largely was completed in 1976, represents the first time that:

- An "outside" organization sponsored restoration of a Museum car.
- A restoration project was funded as a memorial.
- A "latter-day" interurban car has been fully restored at the Museum.
- Any of our cars has been outfitted with a full set of completely rebuilt motors.
- The shop crew has completely rebuilt a set of trucks.

And the project set these records:

- At \$21,000-plus in a single year, it was the best-funded car restoration project in the Museum's history and one of the best-funded trolley restorations of any museum nationally.
- It generated more backing from outside the Society's membership than any previous restoration appeal.
- It probably culminated the longest and most diversified effort by a single member to bring together all the resources needed to get a car restored — 21 years.

One look at 1030's sleek, trim, richly carpeted, and freshly upholstered parlor interior and new-looking trucks and motors, can't help but produce a few reflections:

By mid 1951 word was spreading fast that the

Lehigh Valley Transit Company's renowned Liberty Bell Route, the speedy interurban connecting Allentown with Philadelphia, would soon be no more. What had started as a series of farewell trips by Museum members finally resolved itself into a campaign to rescue one of the restyled, hi-speed cars acquired from the midwest during the Company's 1939-41 modernization scheme. The choice was soon narrowed down to No. 1030, the former all-parlor car, No. 55, of the Indiana Railroad.

Since the sought after abandonment of the 60 mile interurban was dictated more by lack of funds for long overdue rehabilitation rather than by public dissatisfaction with the superior service rendered, it posed a serious public relations problem for the LVT Co. management. Thus our Museum's initial pleas to acquire one of the cars for preservation fell on deaf ears. At almost the last minute, we were advised that the entire line, including rolling stock, had been sold to Luria Brothers for scrap. At this crucial point, a young, Chase National banker then, and today, president and chief executive officer of Anaconda, John B. M. Place, came to the rescue with an eleventh hour introduction. Luria Brothers graciously turned over No. 1030 to our Society at its original cost to them with the proviso that trucks and motors would have to be substituted with those from a Westinghouse equipped ex-C & LE car. All the GE706 motors, including 1030's, had already been sold to the Philadelphia & Western Railway for their Bullet cars. Mr. E. R. Schulte, head of the LVT Co.'s Fairview Shop was persuaded to swap

trucks between 1030 and 1002 (ex-C & LE 126, the car that raced the bi-plane in 1930). No. 1030 was thus rendered inoperative. Wired for 600 volt motors, it now had four WH539A1 300 volt motors which would require modification of the motor and control circuits before the car would run again under its own power.

A four-man, Seashore, all-Harvard team, including Ted Santarelli, Pat Butler, Tom Bergen, and Ed Walsh, with help from the LVT Co., loaded 1030 on a flat car at Riverside Yard in Allentown. Winter was approaching, and a hasty arrangement was made with then General Manager of the Metropolitan Transit Authority of Boston, and more recently Society Public Trustee, Edward Dana, and Ralston B. Smyth, Superintendent of Rolling Stock & Shops to store 1030 at Everett Shops until the following summer. Thus 1030 spent the winter sandwiched between Center Entrance Cars and Type 4's and 5's awaiting repair. Rewiring of the car to make it operable was accomplished from modifications sketched out by MTA's Electrical Engineer, Leon Berig and carried out by STM's Bill Lamb. Two summers of outdoor work were required to remove old paint and respray the car. With no shop facilities available, major repairs long deferred by the LVT Co. had to be overlooked. Following the opening of the first stretch of main line in 1961, 1030 enjoyed a brief operating period before a weary traction motor failed. The then small summer shop force had higher priorities to deal with, and 1030 was relegated to the back shelf.

Following 1030's rescue, good relations continued with Luria Brothers, resulting in the acquisition of the General Railway Signal semaphores, high switch stands, and our Nachod grade crossing signal which now grace our main line. Also purchased were overhead line materials which were used in the first section of catenary patterned after that of the LVT Co. Brackets for the poles were removed and donated by the Pennsylvania Power & Light Company. Much help in coordination of these efforts and storage of materials was provided by Howard Sell of Allentown.

The 1030 story contains a bit of irony from the Allentown end. While the Museum group was debating whether to rescue a car from outside New England, members of the Lehigh Valley Chapter, National Railway Historical Society, were debating whether to rescue any of the LVT Co.'s cars themselves. The Museum moved, the NRHS didn't. But 25 years later, it was the Lehigh Valley Chapter, NRHS, that sponsored the record-smashing fund-raising campaign that made possible the completion of 1030's restoration. The "catalyst" in the chemistry between the Museum and the NRHS was Tom Ruddell of Allentown, who was a member of the Lehigh Valley Chapter at the time 1030 was saved.

"I was pretty upset when, by the end of all LVT Co. operations in 1953, we hadn't saved any cars locally," Tom recalls. "But as a kid of 15 with a very small bank account, there wasn't a lot I could do." Tom joined the Society in 1953 when "it was

obvious that 1030 would be the sole survivor of the LVT Co.'s passenger fleet." In 1955, he arrived in Maine for the first of many vacations, "starry-eyed and convinced that all it would take to restore the car to its former luster was a few summer vacations and some paint." As the Museum's collection grew, 1030 attracted less and less attention from the more seasoned members and Tom began doing more and more — "making a lot of mistakes, learning some new skills, getting enough encouragement and help from others to keep the effort moving slowly along."

Tom spent most of his vacations for the next 21 years fulfilling his pledge to fully restore the Liberty Bell Car — and picked up quite a bit of volunteer support along the way. The roof was renewed, body panels were replaced front and rear, new skirting was installed, an unsuccessful attempt was made to repair the defective motor and, finally in 1975, the exterior received a fresh coat of the closet thing available to the original picador cream and mountain ash scarlet. All of this work took a lot of time, but not a lot of money. And by the end of the summer of 1975, it was painfully obvious that 1030 was only a pretty shell with a shabby interior and at least one "shot" motor. And it had been 15 years since the car ran under its own power.

This called for not only a lot more time, but a lot of money as well. By this time, Tom Ruddell had become director of public relations for a large corporation and had acquired some fund-raising experience working with local charities. He also had become a "re-enlisted" member of the Lehigh Valley Chapter, NRHS, and was sounding out some chapter members about an all-out effort to finish the job on 1030. The year 1976 clearly was the perfect time to make the big push. Not only was it America's Bicentennial year, but it was the year of the 25th anniversary of the last run of the Liberty Bell Route, the 75th anniversary of the startup of the Allentown-Philadelphia interurban service and the 35th anniversary of the Lehigh Valley Chapter.

Tom received enthusiastic support from the Howard Sell family on the concept of dedicating the restoration to Howard's memory. He cleared the idea with the Society's trustees and drafted a resolution to be placed before the Chapter membership. The resolution called for establishing the "Howard P. Sell Memorial Fund for the Restoration of Liberty Bell Limited Car 1030" and provided that the campaign would be carried out as a Chapter project. Campaign costs would be covered through a \$500 appropriation from the Chapter treasury. Before the resolution could be voted upon, a motion came from the floor to amend it by appropriating an additional \$500 as the Fund's first contribution. The resolution was passed unanimously by an enthusiastic Chapter membership, and the drive got under way immediately with Tom Ruddell as campaign chairman.

What followed not only was a huge fund-raising success, but an example of what can be accomplished when an effort is well-organized and people

are anxious and willing to work together. In a cooperative venture involving Chapter members and both volunteers and paid employees of the Museum, the fund-raising and restoration work moved forward simultaneously. As contributions flowed into Allentown, they were logged in and forwarded to Membership Secretary, Joe Doherty, who deposited them in the "1030 Fund." Museum Director, R. T. Lane, and Shop Superintendent, Donald Curry, coordinated things at the Maine end, arranging for shop labor, working out details and keeping the trustees informed of progress. Campaign correspondence, pledge followups and most other paperwork were handled in Allentown.

Meantime, Louis J. G. Buehler, an Allentown furniture manufacturer who also is president of sister museum, Railways to Yesterday, Inc., supervised construction of new furniture frames patterned after a few old pieces that were rescued with 1030. These pieces had been hauled to Allentown on Members Day Weekend 1975 (The Dayton & Troy seats put in 1030 during its 1949 conversion to a coach by this time had been placed in Crandic 118 to replace its rather nondescript bus seats). Gary Fritschman, an Allentown area upholsterer, was engaged to handle that work. Rust-colored cloth that, according to the recollections of Chapter members, looked very much like the original was ordered and soon 1030's furniture began to take shape. Carpeting was donated by Metro Decorators of Allentown in conjunction with Karastan Rug Mills, Inc. Arrangements were made with Everson Electric Company of Allentown, one of the nation's largest rebuilders of electric motors,

to completely rebuild 1030's four 100-horsepower Westinghouse 539A1 motors. To meet scheduling commitments, a crew of Museum volunteers quickly set to work removing 1030's motors. Within a few weeks, 1030 was sitting proudly high atop a pair of ancient Laconia shop trucks, the motors were in Everson's shop, and the shop force was hard at work rebuilding the Cincinnati arch-bar trucks, controls and a host of other equipment.

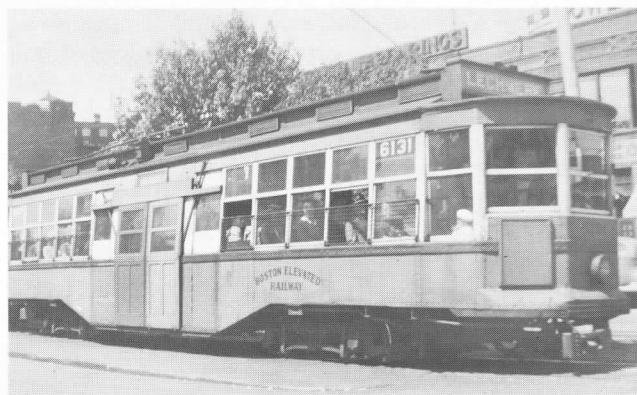
The shop force, poured more than 1550 man-hours into the effort, and, during the last three weeks of August were joined by Tom Ruddell and a team of volunteers who concentrated on finishing the interior of the car. It was the third year in a row that Tom personally worked seven days a week for all three weeks of his vacation! The rebuilt motors arrived from Allentown late in the month and the first truck was reassembled Labor Day weekend. Shop labor — all paid-for from the 1030 Fund — was continued past the normal Labor Day quitting time and an all-out, round-the-clock effort by volunteers on the eve of the scheduled Member's Day dedication got 1030 running in time — just barely!

At 2:30 a.m. Saturday, October 9, 1976 — just hours before two busloads of people from the Allentown area were scheduled to arrive for the ceremonies — 1030 made its first trouble-free test run. And later that day, Tom Ruddell, the starry-eyed kid from Allentown who showed up 21 years earlier with a dream of seeing 1030 restored to its former glory, sat down at the controls for the first time. "At that moment, I knew it was all worth it," he said.

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Montreal No. 957 as it appeared during the early stage of its restoration. The side window sash and interior trim have been removed for repair and refinishing. The roof has been stripped for rehabilitation. Brilliant photo.



A candidate for restoration funding is Boston Center Entrance Car No. 6131. Acquired from the MBTA in 1974 after many years' use as a sand car, No. 6131 could be restored to the condition shown in this photo taken during its passenger service days. Collection Frederick J. Maloney.

#### FUNDING FOR ADDITIONAL CAR RESTORATION

1976 saw the beginning of a new approach to financing car restorations. Over the years several out-of-state members have spent their vacations in Maine working on the restoration of Liberty Bell Limited parlor car 1030. In 1975 the exterior work was essentially complete. During 1976 one of these members, Tom Ruddell, organized an aggressive fund raising campaign amongst our membership and that of the Lehigh Valley Chapter,

National Railway Historical Society, based in Allentown, Pa. to underwrite the cost of shop labor, provide new furnishings to restore the parlor car interior, and recondition the traction motors. The effort was a resounding success with a total of \$21,000 worth in cash, labor and materials donated during the year, enabling virtually all the required work to be accomplished.

As a result the Museum has a beautifully restored and operational deluxe parlor interurban car. This is the first fund raising effort where most

of the proceeds came from outside the Society's membership. Had outside funds not become available, it would have been impossible to finance such a high degree and complete restoration job.

Another specially funded project was commenced in 1976 with member, Fred Maloney, arranging to underwrite the cost of the complete restoration of Montreal Tramways streetcar No. 957 over an anticipated four-year period at a cost of approximately \$10,000. A potentially important feature of this project is that work began after the regular summer shop season ended, thus extending our restoration period on a modest scale. During the coldest months, car components have been worked on in the heated loft area of the shop, enabling us to more fully utilize our extensive facilities.

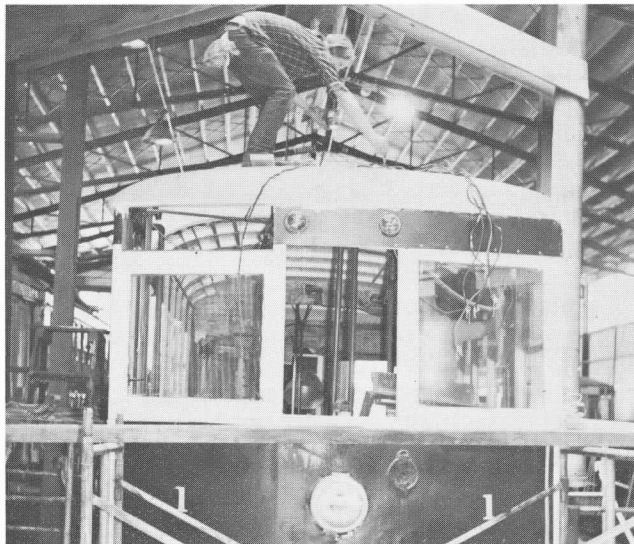
These two projects have spurred considerable interest in the potential for additional funding to restore other significant cars in our collection. Looking back it will be recalled that the beginning of a paid shop force was funded some fifteen years ago by a grant from the Butler Family, primarily for the restoration of the parlor car "City of Manchester." As the Society's resources grew we were able to take over the costs and also expand the shop crew size. Let us hope that restoration projects like 1030 and 957 will attract attention and more external and internal financial aid so that the Society can make a larger dent in the herculean car reconstruction job that lies ahead.

#### REPORT FROM TOWN HOUSE SHOP

The summer of 1976 saw a crew of 12 employees, the largest yet, at work in Town House Shop. Their work ranged from car restoration and refinishing to heavy electrical and mechanical overhaul. Their work was made more effective by over 60 Society members and friends who volunteered anywhere from a few hours to several weeks of their time and effort. The details of the car projects worked on solely by volunteers are told in a separate report.

Several of the jobs undertaken by the paid shop force this past year were not part of the scheduled summer program. They can best be described as emergency situations involving cars which earn the Museum's "bread and butter." Fortunately the problems were detected through routine inspection, and more than one serious failure was thereby averted. Even with our increasing experience and capability to deal with virtually all aspects of car maintenance, the net effect resulted in manpower being diverted from the programmed restoration work to repairing revenue service cars. The visible output of the shop in terms of major restorations was thus less than in previous years. In 1976 we faced more than once the reality that antique streetcars, some of which were acquired in poor or at best fair electrical and mechanical condition, will not perform indefinitely without proper maintenance.

The major restoration project of the season was the completion of Liberty Bell Limited Parlor Car No. 1030. The car was transformed from an empty shell on shop trucks in late May to a smooth running beauty by Members' Day in October. The



Denver & South Platte No. 1, single truck Birney Safety Car, received a complete new roof during the first phase of its restoration. Lane photo.

largest portion of the shop's labor went into overhauling the worn out running gear. The wheel sets were taken to the Bangor & Aroostook Railroad's shop where the wheels were reprofiled and all bearing surfaces turned true and smooth. New bronze motor axle bearings were cast from a pattern made in our shop, and then machined on the recently acquired lathe and milling machine. The Cincinnati arch bar truck frames received new lower members, and other worn parts were built up with welding. All the journal boxes had new guide tubes pressed in, and the bearings were rebabbitted and machined. The traction motors were completely rebuilt by Everson Electric Company of Allentown, Pa. The Westinghouse HL switchgroup was disassembled, and all parts reconditioned. The refinishing of the car's interior appointments was supervised and performed by Tom Ruddell, but the shop crew assisted in install-



Boston No. 396, the "Cardinal" car, received its maroon and white livery. In this view preparations are being made for the elaborate striping. Lane photo.

ing the carpet underlayment and furniture. The shop also made repairs to the wiring and lighting circuits including installation of the table lamp wiring. The car would not have run as scheduled were it not for the dedicated efforts of a crew of volunteers and shop force who worked through the night before Members' Day debugging the many last minute problems which appeared during the shake down runs.

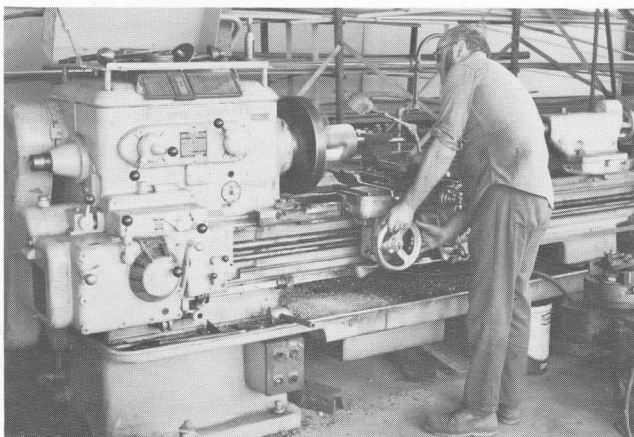
The exterior refinishing of Boston 396, the "Cardinal Car," continued with the priming, sanding, and painting in the original maroon and white livery. These colors together with elaborate striping and scrollwork were discovered in 1975 when the latter day paint was stripped off. The window sash were stripped, sanded, and varnished on both sides.

Denver & South Platte Birney No. 1 (acquired as York Utilities Co. No. 80) reached the midpoint of its major rebuilding. The roof was completely replaced with all new material, wood and canvas. All the interior woodwork was removed and together with the seats was stripped and refinished. A new continuous upper sash was required for one side, and made up accordingly. The truck was disassembled for rehabilitation while the wheelsets went to the Bangor & Aroostook shop along with those from LVT Co. 1030. The compressor was overhauled.

While essentially completed the previous year, Biddeford & Saco No. 31 received some additional detail work. New step plates were cast from a pattern made in our shop. New side curtains and rollers were made up and await installation.

Toronto Sweeper S-31 had its roof rehabilitated. Work included replacement of the letterboards and some of the roof boards along the edges. New canvas and trolley boards completed the job.

On the mechanical and electrical side, the crane motor controller of Crane Car 3246 was disassembled and overhauled. The turning clutch shaft and its bearings were rebuilt eliminating another trouble spot in this indispensable machine which completed its 60th year of service in 1976, the last 22 of those years at our Museum!



The Lodge & Shipley lathe, acquired from the Boston Navy Yard, was in constant use throughout the summer. Among the jobs performed was the machining of the new motor axle bearings for LVT Co. No. 1030. Lane photo.

P & WCT No. 62 had developed square flanges on one pair of wheels since its regauging in 1972. The truck was pulled and the wheel set accompanied those of LVT Co. 1030 and DSP No. 1 to the Bangor & Aroostook shop for reprofiling. While the truck was apart, the motors were disassembled, and the field coils and armatures were cleaned, dried, revarnished, and baked to avoid future problems. When the truck was being reassembled, the axles were discovered to be out of tram which had caused the excessive flange wear. When the truck was regauged, the journal boxes were mixed up with the differing degree of wear in each one in relation to the pedestal contributing to the irregular tracking of the wheels. The correct combination was established, and the journal box wedges were built up with welding to further reduce the play.

Connecticut Co. No. 838, long the faithful work horse of the open car fleet, had developed a thin flange in one wheel of its one remaining cast iron wheelset. The cause was traced to a broken retaining rib in one of the journal boxes which permitted the axle to offset creating excessive flange wear on one wheel and none on the other. The potential for trouble in this case cannot be overstated! A replacement wheelset was found among those recently acquired from the MBTA, and it, too, was turned at the Bangor & Aroostook shop. New journal bearings were cast from a pattern made in the shop. After the car was returned to service, the "new" axle developed a hot journal. The lack of slop in the close-fitting journals and bearings together with badly worn pedestals in the truck frame proved to be the cause. The pedestals were worn to 1/2" oversize. The truck was disassembled a second time, and the pedestals have been machined true. They will have shims welded in to compensate for the wear. Special thanks go to Bert Jewett of Southern Maine Vocational & Technical Institute for his advice and counsel.

Another workhorse car, Dallas 434, received a rebuilt compressor.

The routine inspections and running repairs were performed on the other revenue service cars.

Work on the shop building included the fabrication of three pairs of doors for the Quonset Extension. It is now possible to completely close in the shop. The hardware storage was consolidated in one area, and new, heavy storage racks were welded up to hold the steel bar and plate stock.

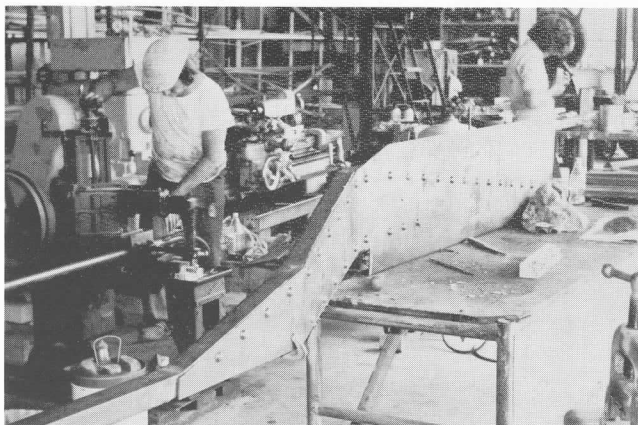
Three metal working machines were acquired in February 1976 from the Boston Navy Yard. Two lathes, an American and a Lodge & Shipley, and a Kearny and Trecker horizontal milling machine complete with accessories. The latter two machines have been set up, and saw constant use throughout the season on the projects described above.

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## VOLUNTEER CAR RESTORATION IN 1976

No less than twenty cars were improved or otherwise worked on by our volunteer members, and in some cases, visiting non-members. Although progress on the long-term restoration of Wheeling Curve-Side Car No. 39 has been hampered by the absence of the project leader, Jim Schanz, who is presently spending most of his time in Europe on business, 1976 saw some significant steps in the restoration accomplished. In previous years a new side for the car was fabricated and assembled on a jig next to the car. All of the pieces for this side were cut from steel stock in Town House Shop, then formed by museum personnel, and riveted together using the original hot riveting technique. By the end of 1975, this process was completed. Early in 1976 the surface of the new side was prepared and painted. Then preparations were made for attaching it to the car. It was raised off the jig with jacks, and guided along slide channels with many pairs of hands steadying it until the piece was against the car. Next the side was attached to the main carline and cross frame members, and No. 39 once again resembled a whole streetcar.



angle-iron braces to be made and riveted to them. This job required the first use of half-inch diameter rivets at the Museum. The car's bumper, one of the few pieces to survive for inclusion in the reconstruction, required a carefully formed channel patch. Wooden longitudinal braces under the platform were renewed and assembled with their freshly sandblasted support angles, and all components were ready for installation. This was carried out using a mixture of hot rivets and rib-bolts (the latter in places too restricted for the riveting equipment) and that phase of the project was completed.

By year's end, essentially half of the car's steel-work had been completely rebuilt, including cross frame members, one whole side, and one platform. The remaining steel work tasks include the other side and platform and an overhaul of the car's body bolsters. However, disassembly of the other side and end will await reinstallation of the wood framing and interior fittings in the new areas, as the best pattern for that work is in the remaining original part of the car. To this end, work was



Two views of the restoration of Wheeling Curveside Car No. 39. Above/left is one of the new platform structural members during fabrication. /right shows the platform framework being fitted to the car's main underframe. Lane photos.

The next phase of the project, rebuilding the steel platform framing under one end, was then undertaken. The platform comprises a cross channel at the end of the body proper, two long, complex platform knees, a steel sheet crown piece, and the bumper and a curved angle frame backing it. All pieces except the bumper required replacement. The platform knee assemblies were the most difficult part of the project attempted up to that time. They were fabricated from 3/16" steel plate, shaped to bridge the gap in width between the main body and the platform, and shaped to form the supports for the steps. As had been true with the first phase of this project, the old pieces were so badly deteriorated that it was difficult to determine the correct dimensions. The sizes of the respective pieces were successfully established, the stock cut to size, and then formed using the huge press brake at Ramsay Welding Research in Woburn, Massachusetts, who were again kind enough to permit use of their facilities by Society members. These pieces required intricately shaped

started late in 1976 on fabrication of the wooden frame members for the new platform, including the corner posts, and other vertical and cross frame parts. Plans for 1977 call for continuation of this woodwork, by a combination of volunteer and paid help, the amount of paid help depending on the quantity of cash donations available for the project.

While progress on Wheeling No. 39 was the most extensive singular effort, the greatest cumulative results were accomplished under the auspices of our Director of Exhibits and Displays, George Burdick. Several cars were improved, and one deteriorating car body was re-trucked and moved to undercover storage.

Milwaukee lightweight city car No. 861 was brought out of dead storage for repairs to broken air pipes. Later the interior was cleared of various items that had collected since the car had become inoperative. Other work performed included preparation of portions of the exterior for painting, repair and reglazing of six window sash and repair

or replacement of all defective doors. Because this car is essentially sound, in good mechanical condition and quite popular with our active members, major progress can be expected in 1977 towards the goal of having this car upgraded to provide revenue passenger service.

The deteriorated center stepwell in Pittsburgh Railways PCC No. 1440 was rebuilt, as were the blinker door guides. With extensive paint touch-up and surfacing completed previously, the car received a spray coat of clear enamel with the result that the car now appears freshly painted. This follows the practice of annual revarnishing of exterior paint jobs by many street railway properties to keep costs down by avoiding frequent repainting of elaborate liveries.

Again in 1976 all three Montreal & Southern Counties interurban cars saw some work. Express Car No. 504 received control repairs, wood passenger car No. 610 had its stove repaired and its interior thoroughly cleaned. Steel passenger car No. 621 received control repairs, and cleaning of the interior with special treatment for its leather and mohair upholstery. Cover caps were made for the mohair seat backs in the main compartment.

Chicago Surface Lines No. 225 had all exterior window posts and the beltrails stripped and sanded, with those on one side given a finish coat of cream yellow.

Motor work continued on our oldest car, New Bedford RPO Car No. 34, electrified horse car. The field coils and armatures were cleaned, baked, and reinsulated, while the commutator and bearings of one armature were refinished in preparation for rebabbiting the bearings. This car has been inoperative since it was flooded with salt water while stored at Pope's Island Carhouse, New Bedford, during the Great Hurricane of 1938.

Most of the exterior surface of Chicago, North Shore & Milwaukee No. 755 has been prepared for repainting in the "silverliner" livery.

United Electric Railways of Providence single truck shear plow No. 16 has been gradually stripped and sanded while about 100 linear feet of new matchboard was milled to replace defective sections.

The parlor car, "City of Manchester," received some attention. Its grillwork was carefully cleaned, treated with rust inhibitor, and sprayed with black primer preparatory to a finish coat.

The remaining transit bus seating was removed from CRANDIC interurban No. 118, in favor of newly repaired, former Dayton & Troy seats recently removed from LVT Co. 1030. The balance of these seats had been installed in 1975.

While not within the definition of restoration, two cars were stabilized by Exhibits personnel. The first was the re-trucking of Boston & Worcester car body No. 149. Since its acquisition nearly 20 years ago, this body had served as an office. Located adjacent to the gift shop, it had become a blight on the Museum's central area. Some years ago most other car bodies situated about the property were re-trucked and either put into covered storage or under restoration. However, because of

its usefulness and the distance from the nearest track, this body was left in place. These factors caused the re-trucking project to stretch over several weeks, since the body had to be jacked up, and slid sideways onto our "Highway Monster" trailer for movement to track. Unfortunately, in addition to being generally deteriorated, close inspection revealed a heavy infestation with carpenter ants, so that virtual reconstruction will be required in its ultimate restoration. After being set on trucks for the first time since 1931, No. 149 was segregated from all other cars to be sure that the destruction of the ant colony was accomplished. The car was then placed in Central Barn.

Exhibits personnel also made temporary repairs to support the failing platforms of the newly acquired Bay State 4100 series body which had been immediately set on shop trucks following its arrival on the property late in the year.

In work performed by other volunteers, the extensive body restoration of Ottawa single truck Sweeper No. B-2, was all but completed. All sash were removed and repainted cream, and truck preparation and painting was done. Lettering begun previously was also finished. Unfortunately this car requires new wheels. Even though the Museum now has all the equipment necessary to press wheels, this particular job will await the setting up of the machinery because of the expense of having the work done outside. This car is presently an excellent display piece, having been transformed from a rotting hulk into a handsome car in a relatively short time largely through the effort of volunteer member, Dwight Winkley.

In anticipation of opening the first segment of our trackless trolley line, Boston MTA post-war Pullman coach No. 8361 received extensive and careful electrical inspection and overhaul. A myriad of projects were carried out, including painting the motor armature, cleaning the commutator, baking dampness out of the motor, and pre-testing it for resistance. The controller and compressor were checked out, a brush holder rebuilt, and air tank valves replaced. New trolley boards were milled and installed. When the coach first operated in late July, it performed well, and its operation represented another milestone in the Museum's development.

Boston Type 3 Snow Plow No. 5154 received continuing attention. Several large rusted steel panels were removed, and new wood filler pieces installed behind them. The panels were then treated with rust inhibitor and placed back on the car. Some broken windows were reglazed and large areas of the body stripped of scaled paint and rust, treated to neutralize the rust residue, and then prime-painted.

In order to allow for exterior display if desired, the roof of Eastern Massachusetts Street Railway ACF bus No. 478 was completely re-canvassed and primed. Unrecognized by many, this vehicle is one of the cornerstones of our collection in that it ties together separate eras in the evolution of mass transit equipment. This unit, which dates from 1934, is the link between our examples of the prim-

itive and tiny buses of the 1920's and high capacity vehicles developed after World War II that displaced streetcars in many large cities. As with streetcars, very few buses from this period have been preserved.

The long-term restoration of our Boston West End Street Railway car No. 724, made progress under volunteer member, Kinsley Goodrich, a cabinet maker by trade on a "busman's holiday." He concentrated on rebuilding the bulkhead panels on one end, with the finished product giving a fine appearance indeed.

Finally, in what could become an extensive project, several members made an ambitious start on the restoration of Portland-Lewiston Interurban Car No. 14, "Narcissus." Work consisted primarily of the disassembly of the deteriorated platform at one end and fabrication of new pieces.



Members' Day, October 1976. The blue and white enamel, Brooklyn (N.Y.) carstop sign hung on the Arundel Station shelter frames this view of Philadelphia Near-Side Car No. 6618 as it passed by during the procession of historic cars. Brilliant photo.

#### PUBLIC RELATIONS

The purpose of public relations is to inculcate in the public mind a favorable image of one's institution. In our case we have had to first make known our existence, second to convey the idea that a visit is enjoyable, and finally that ours is a non-profit institution with a worthwhile educational purpose.

As with many historical enterprises we began by preserving something that everybody else was glad to get rid of. In doing this we were the first permanent organization with the primary purpose of preserving electric railway vehicles. Today there are scores of railway museums throughout the

world. Our collection of over a hundred vehicles is among the largest in the field of street and electric railways, and is the most comprehensive.

We have now achieved a considerable measure of public recognition. Some of this is attributable to an increasing awareness of history, some to our tangible improvements in exhibits, rides, landscaping, and facilities, some to publicity, and some to our own pride in accomplishment. Pride that we, mostly amateurs, have done a job that professionals respect. We are proud that in a year when the Bicentennial celebration failed to produce increases in tourism elsewhere, our revenue from admissions increased by more than a quarter, and organized tour groups nearly doubled.

Our public relations staff consists of the Executive Vice President, Public Relations Officer, Director of Special Projects, half a dozen Special Representatives, two overseas representatives, a photographer, a television cameraman, a sound recording expert, a statistician, and an uncounted number of members who give slide talks. All are volunteers. In 1975 and 1976 our greatest success has been in television public service announcements, short films which stations run without charge along with the commercials. Approximately thirty stations from Maine to Pennsylvania have run these films.

For 1977 we are producing new films and we are making an effort to reach radio stations as well.

#### OVERHEAD LINE DEPARTMENT

The highlight of 1976 for the Line Department was the operation for the first time at the Museum of a trackless trolley taking power from double overhead wire. After three years of intermittent work on the line, and a quick electrical and mechanical inspection of former MTA Pullman Coach 8361, its poles were raised to the wires, the compressor began to hum, and the headlights glowed. The initial run over the first segment of the line was attended by an enthusiastic group of members. This section of line extends from the well house near Fairview Barn to the Gift Shop area where it crosses the Rip Track and Main Line wires and temporarily deadends. The completed line will encompass the Museum grounds over newly constructed roads east of Town House Shop. Work will proceed on a time available basis. Meanwhile the trackless trolley will be operated primarily as a demonstration. Last summer Coach 8361 was spotted beneath the double overhead beside South Boston Barn, and added a new dimension to our display of mass transit vehicles.

New construction took place in Fairview Yard with trolley wire being strung from the Facilities, junction with the Central Barn lead, to the front of Fairview Barn over the Fairview lead and No. 4 track, the northerly yard track. This was done by first setting poles with the GMC truck, stringing the span wires, attaching hangers, and tensioning the trolley wire. The contact wire being used for this yard is 2/0 grooved from the MBTA's Riverside Yard. The overhead construction uses cap and cone with straight line hangers, Ohio Brass clamp ears and SR trolley frogs. Finishing the wire work



Boston MTA Trolley Coach No. 8361 poses beneath the double overhead near South Boston Barn. Brilliant photo.

in this yard will be a high priority in 1977.

General maintenance of the overhead system was also done in 1976. The trolley frog ever the Rip Track at the Butler Grove turnout was not properly positioned, and caused occasional dewirements. This was rectified by removing the old frog and installing a new one closer to the track frog. A new Ohio Brass No-Bo section insulator was also placed here. The overhead in Highwood Yard had become slack and was retensioned using Line Car S-71. An additional pulloff was installed at one of the turnouts.

The reconstruction in 1975 of the North Loop turnout track resulted in its relocation a few feet north of its original location. This necessitated revision of the overhead. This was completed in 1976, and included replacing temporary pulloff wires, wrapping unfinished spans, and replacing non-standard hangers with Ohio Brass AGC hangers.

A "new" bracket arm with a special bend was installed on the Butler Grove lead where a standard bracket arm had been removed earlier. The replacement arm is one of those salvaged in 1947 from Sanford following the end of electric operation by the York Utilities Company. This arm has an upward bend so it can accommodate a large Anderson trolley contactor. We plan eventually to use such a trolley contactor at this location to actuate an ancient United States Signal disc type signal for the Butler Grove Lead.

The Museum acquired from the MBTA their three remaining tilt-cab, White tower trucks, 1345, 1379, and 1444. From these and 1377, which we have owned for several years, we plan to make one, possibly two operable units.

Claremont Line Car No. 4 is still in daily, or nightly, use on MBTA's Green Line as modification of the overhead for pantograph power collection progresses. It is not known how much longer the car will be required for service in Boston, but we are pleased that the Museum can be of assistance to the MBTA in this unique manner. The car is now painted bright yellow, and is being well maintained.

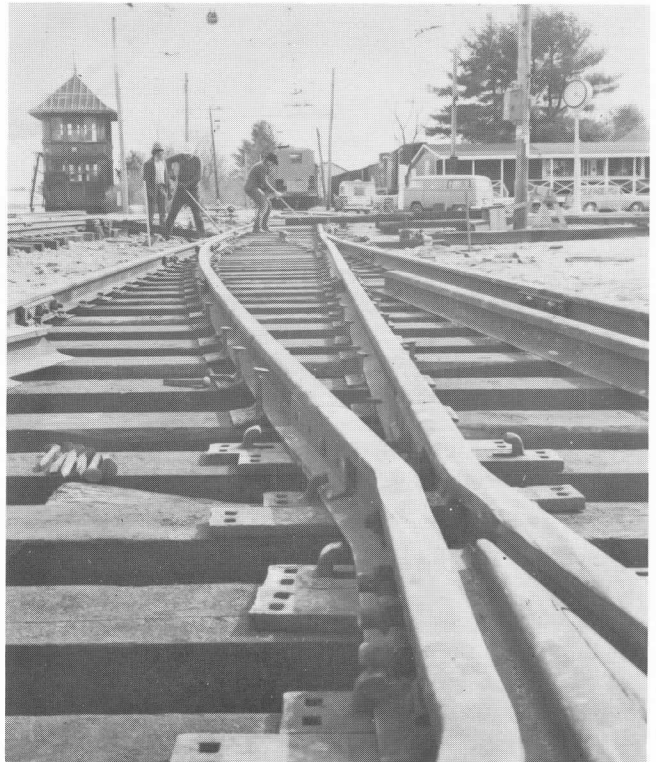
Through the Association of Railway Museums (ARM), we were involved in an exchange of overhead parts with two other museums which was mutually beneficial to all. STM gave Railways to Yesterday, Inc. a quantity of Ohio Brass SR frogs and No-Bo section insulators, and received in return three type TE electric trolley frogs for trackless trolley operation. To the Illinois Railway Museum we gave some overhead fittings which they needed in exchange for a trackless trolley slip switch from the CTA's Forest Glen Yard in Chicago. We are fortunate to be able to help not only a major transit authority but sister museums as well.

### TRACKWORK IN 1976

The emphasis during 1976 was on major rehabilitation of important portions of main operating track and special trackwork.

The Butler Grove Lead was the largest of the several upgrading projects, involving the trackage from the Arundel Station grade crossing to the electric shop grade crossing. The job required a substantial tie renewal, including virtually all of the Butler Grove turnout, replacement of all non standard rail, excavating part of the roadbed to eliminate a water problem, realignment, ballasting with crushed rock and resurfacing throughout. Continuous guardrail was installed where needed and two sets of crossing timbers were replaced. This project eliminated one of the major eyesores from the center of the museum.

In anticipation that future manpower might not be readily available for such things, the highly labor intensive reconstruction of the M&SC Jct. and Doherty turnouts was undertaken. Both required extensive tie renewals, realignment, rail work, ballasting and resurfacing. In both cases work was performed under service.



The main line between M&SC Jct. and Doherty's Turnout was the last major project to be undertaken during the year and was only partially completed when an early winter brought work to a halt. A general tie renewal was performed as well as a considerable amount of realignment, ballasting and surface work. This project is scheduled for continuation in early 1977.



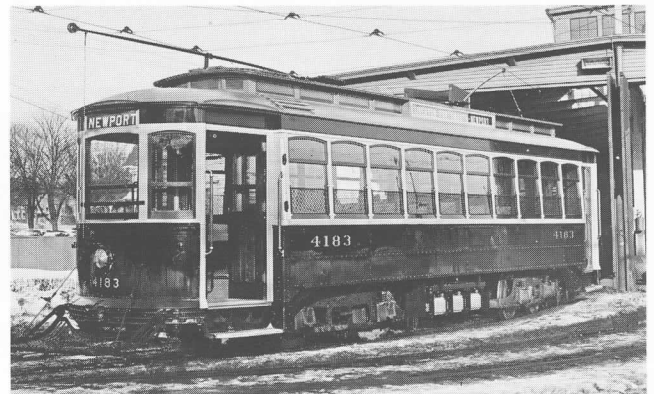
Two views of the Butler Grove Lead Track during its reconstruction. Below/left, the partially built turnout looking south at railhead level. Above, finishing touches are made to a thermite welded joint. Brillante and Lane photos.

#### ACQUISITIONS DURING 1976

Again in 1976 we added three exhibits to our collection. Unfortunately all are in poor condition, but are historically significant. The cars received were former Cincinnati & Lake Erie Freight Motor No. 648, built by the Cincinnati Car Company in 1930, an undetermined 4150-4199 series 1914 Laconia-built semi-convertible of the Bay State Street Railway, and Electric Locomotive No. 0514 from Boston's MBTA, which was built in 1907 at the Boston Elevated Railway's Bartlett Street Shops.

Car 648 was obtained from a scrap yard near Tulsa, Oklahoma where it had reposed following retirement in 1955 by the Tulsa-Sapulpa Union Railway. This road had purchased the car from the C & L E in 1940. No. 648, though requiring complete restoration, is the last existing complete unit of a group of 15 new freight motors purchased in 1930 when the C & L E undertook a multi-million dollar program to revitalize both passenger and freight interurban service. The arrival of this car in early December at the property ended years of negotiation and effort on the part of several members. The movement of the car from Sand Springs, Oklahoma to Kennebunkport is a story in itself. Let us acknowledge here our appreciation for the efforts of our Oklahoma member, E. Mac-

dougall Palmer, who coordinated the preparation and loading of the car at minimum cost to the Society. Special thanks go to Nila Schwarz, MKT Railroad Sales Representative, C. R. Rearden, of Armco Steel's Sand Springs plant, and Vernon Thompson, Executive Vice President, Sand Springs Railway for their assistance and cooperation, and donations of labor and materials. We are also indebted to the Grand Trunk Western Railroad for initiating the Section 22 freight rate which provided a 50% reduction in the cost of rail transportation. Because of a clearance restriction, No. 648 was subsequently shipped via a different route. The final leg of the long journey by road from Portland to the property on our venerable "Highway Monster" was ably handled by the Museum's volunteer team of hauling and rigging experts. Every effort will be made to obtain outside financial assistance in transforming 648 into a handsome and useful asset for our Museum.



Bay State Street Railway No. 4183, one of the 1914 Laconia semi-convertibles at the Newport (R.I.) Carhouse at the time it and five other cars of the same series were sold to the Newport Electric Company. The body of one of these cars was acquired from its resting place in New Jersey. Collection Donald M. O'Hanley.

The Bay State 4100 series car is a stripped body, and we have yet to determine its original number. When the Bay State Street Railway was reorganized as the Eastern Massachusetts Street Railway Company, the Newport, (R.I.) Division was immediately sold to the Newport Electric Company. Included in the transfer of rolling stock were six 4100 series cars which were later resold to Coast Cities Railway following the end of Newport streetcar service in 1926. This latter operation was centered in Asbury Park, New Jersey, and when buses took over there in 1931, the car, now numbered 703, was given away for use as a cottage. Noted traction columnist, Stephen D. Maguire, advised the Museum that the owner was willing to donate the car body for preservation. The Society expressed interest, and late in 1976, the body was loaded and moved over the road from New Jersey to Maine by volunteer members.

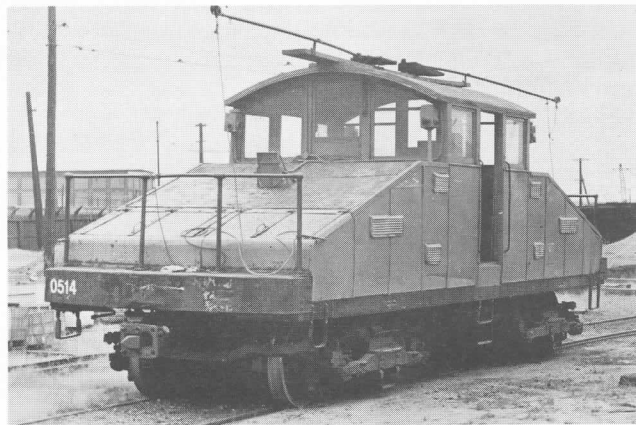
Steeple cab locomotive 0514 had been rendered surplus by the MBTA, and was obtained by the Museum in line with our policy of serving as the repository for the historic Boston transit vehicle collection. During its active years, this unit was

used on the Everett - Forest Hills elevated line to haul work trains, and could also run in multiple-unit with the older passenger cars. When mechanical repairs are made, this locomotive will be



C&LE 648/TS-U 202 at ARMCO Steel Corp. ready to be shipped to Seashore. Photo by E. Mac. Palmer

utilized to augment our Oshawa locomotive, No. 300, in moving disabled or non-electric cars on our trackage.



Home-built (by the Boston Elevated Railway in 1907) Locomotive No. 0514 is shown during its final period of active duty at the MBTA's Charlestown Yard. Bradley H. Clarke photo.

## NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC. Seashore Trolley Museum

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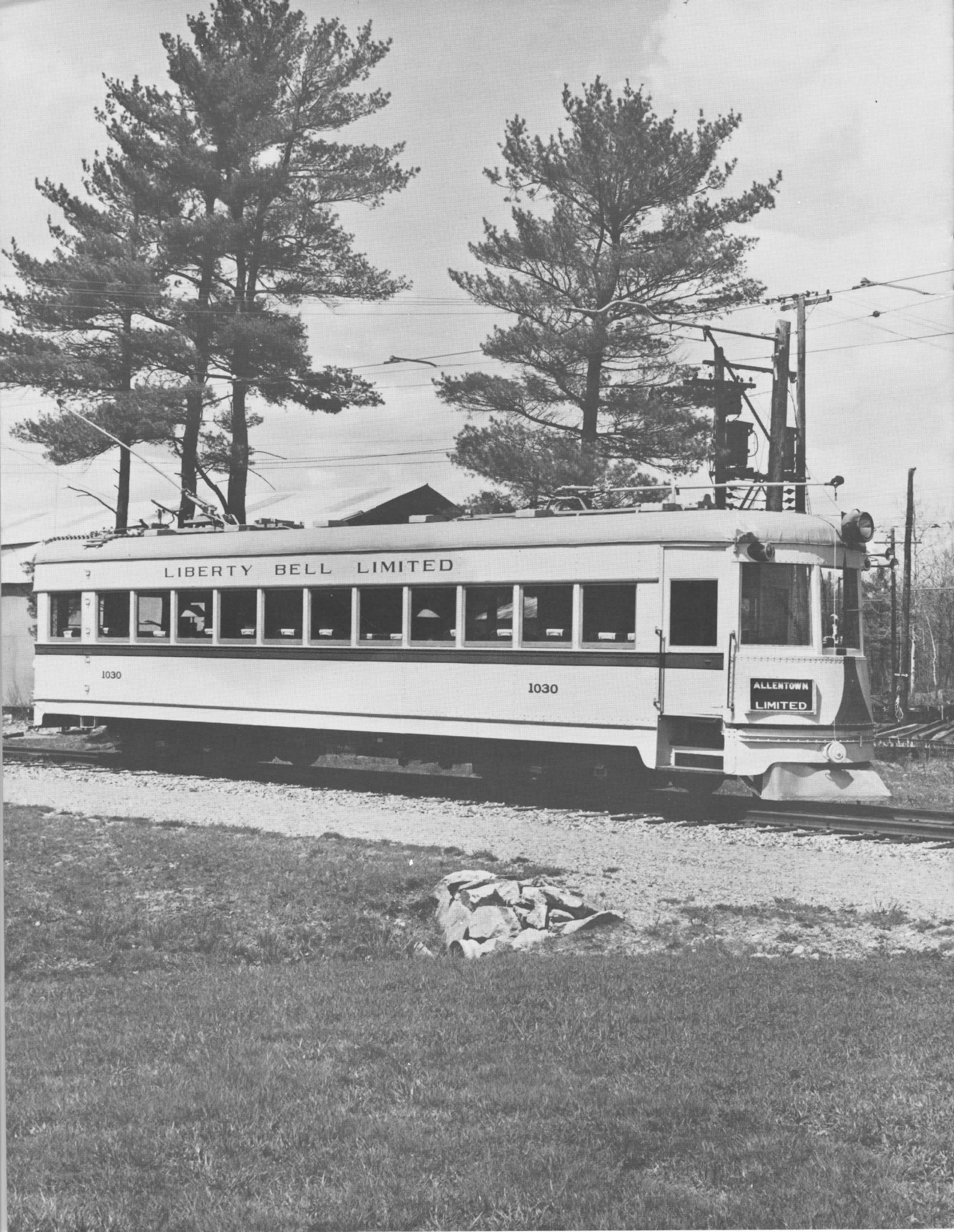
- American Association of Museums
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<i>Statistician</i> .....	Louis J. Petrillo

**1975- 1976  
COMPARATIVE BALANCE SHEET**

<b>Assets</b>	<b>1975</b>	<b>1976</b>
Cash	28,498.15	41,577.54
Inventories	50,044.58	46,211.11
Investment in Corporate Stock	837.20	837.20
Land and Improvements	18,330.98	28,003.33
Exhibits	137,528.55	142,543.98
Track and Wire	72,059.50	78,983.02
Buildings	151,025.35	152,990.51
Power Plants	23,363.75	23,363.75
Equipment	45,111.09	50,313.63
Total	526,799.15	564,824.07
 <b>Liabilities</b>		
Notes Payable	—	—
Net Worth	526,799.15	564,824.07
Total	526,799.15	564,824.07
 <b>1975 - 1976 Comparison of Income</b>		
Unrestricted Donations	<b>1975</b>	<b>1976</b>
Admissions	51,489.35	66,216.82
Fare Boxes	1,684.43	2,157.71
Gifts and Grants	5,285.31	698.88
Total	58,459.09	69,073.41
Restricted Donations		
Museum Construction	4,921.26	3,129.56
Exhibits	5,879.61	31,705.33
Others	13,851.87	12,881.70
Total	24,652.74	47,716.59
Total Donations	83,111.83	116,790.30
Gift Shop		
Sales	49,451.98	54,876.59
Less Cost of Operations	39,290.23	31,836.31
Net Income	10,161.75	23,040.28
Other Income		
Dues	8,984.70	8,529.50
Refunds and Reimbursements	2,145.50	978.06
Interest and Dividends	474.13	1,197.62
Sale of Assets	8,553.89	5,841.25
Total	20,158.22	16,546.43
Total Income	113,431.80	156,377.01



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