



**1977 ANNUAL REPORT**  
**NEW ENGLAND ELECTRIC RAILWAY**  
**HISTORICAL SOCIETY, INC.**

KENNEBUNKPORT, MAINE

SEASHORE TROLLEY MUSEUM — "THE MUSEUM OF MASS TRANSIT"



Glasgow Corporation Tram #1274 enroute from Riverside Barn to Highwood exhibits Barn exemplifies diversity of Society's collection — Lane.

#### COVER

April 27, 1977 — For the second time in its career 25' Box Car #396 is on its way to assume a movie role. The scene is at Park Street Station enroute to Boston's Reservoir Carhouse for the filming of a national public television broadcasting series — THE BEST OF FAMILIES.

Piloting the car is retired MBTA Arborway District Supervisor E. A. Silloway. #396 again proved to be quite an asset both in publicizing the Society and in recreating some highly significant mass transportation history.

Photo Bradley H. Clarke

### REPORT OF THE PRESIDENT

During 1977 our Society experienced a year which was more notable for increasing public awareness of our Museum's existence than for setting new records for financial results or spectacular accomplishments.

The loan of Sweeper S-31 to the MBTA achieved nationwide publicity early in the year. The request by Children's Television Workshop for the use of Car 396 in their series "The Best of Families" afforded further public exposure through the mass media. Not only in the scenes of "The Great Trolley Battle" (the 1895 trolley strike in Brooklyn, N.Y.), but also in the Greater Boston area where the actual filming was done. The car's return to Boston rails coincided with the MBTA's own publicity surrounding the new Light Rail Vehicles in which 396 represented the oldest of "Four Generations of Boston Streetcars." The increasing use by commercial television stations of our public service announcement spots continues to bring gratifying results.

The summer operation which provides the bulk of our operating income was successful in terms of availability of equipment and volunteers. The untold number of manhours donated to staff the car operation, exhibit barns, and gift shop as well as assisting with car restoration in Town House Shop and general property maintenance is our greatest intangible asset. The cooperation and support of the many members, nearly 15% of our worldwide membership of 1,000, who participated is gratefully acknowledged.

There were two significant developments which required capital outlay and from which we expect to realize a return in the years to come. One was the addition to the concrete floor area of Town House Shop together with related improvements. While not readily apparent to the visiting public, it is another step in providing a year round facility which will permit mechanical work to proceed in the winter months so that the summertime can be devoted to car body restoration.

The other was the arrival in September of the Chicago, North Shore & Milwaukee interurban dining car. The restoration of this car from the latter day tavern lounge configuration to its original 1920's elegance is planned in stages to permit its immediate use for snack service and ultimately for full meal service. It will add a new dimension to our offering to the public.

The evaluation of our current overall position and the study of various plans to achieve our goals has given us a new perspective on our own situation in relation to other electric railway museums. We are the pioneers in this field. Our initial task was to convince potential members, benefactors, and transit officials, in effect the world at large, that it would be possible for volunteers to acquire, move, and place in operation electric railway cars, and ultimately to interest the public in this unique preservation effort. We observe with interest and not a little envy the rapid advance of more recently established museums both in this country and abroad. Some of these have achieved official recognition that has resulted in government support in the form of phased out depots to house their collections or an operating line already in place, or, new buildings specifically designed for their use. Having been the pioneers in the early years with no one else's experience to profit from, we can now learn from these other museums, and, continue to share our own experience and expertise.

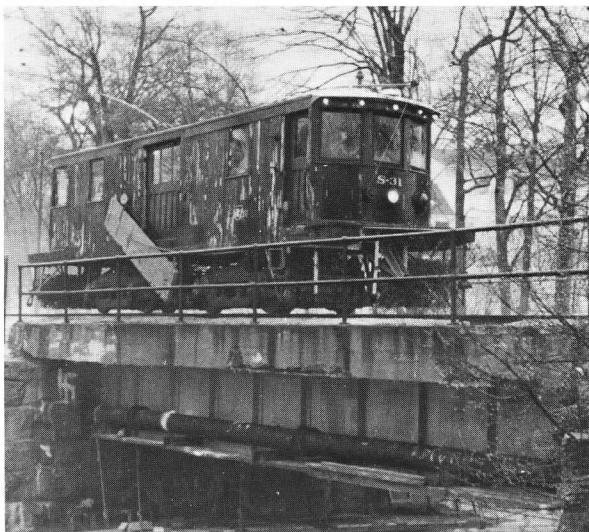
Our modest growth rate in the past several years has shown us that while we can meet our operating expenses, the bottom line figure no longer permits the major capital improvements of ten years ago. We must therefore seek outside funding if we are to achieve our goals of restoration and preservation of the collection, better facilities for exhibits and visitor orientation, the upgrading and extension of our trackage, and, equally important to get our message out to the public. A major step is being made in 1978 to consolidate our plans, our financial position, and to improve our eligibility for such outside funding.

## PUBLIC RELATIONS

### An Increasingly Vital Dimension

Publicity is an important part of public relations. Our prime motive is to attract more visitors thereby increasing our income from admissions and gift shop sales.

During 1977 our efforts followed the same pattern as in previous years: word of mouth, flyers, and public service television spots accounted for the greatest number of first time visitors. The distribution of nearly 120,000 flyers was carried out by numerous volunteers both in person and by mail for the larger quantities. A new set of television spots, filmed in 1976 by a member who is a news cameraman for one of the Boston stations, were distributed to and shown by some 30 stations from Presque Isle to Philadelphia. Through the effort of another volunteer member, public service radio spots were circulated with favorable results. Other means of spreading the word included free listings in guidebooks and on maps, feature newspaper articles by interested free lance writers. Several individual members continue to staff our unofficial "speakers bureau" by presenting their own slide shows to numerous service clubs and community organizations. One local radio station in Massachusetts requested a Society member for an on-the-air interview.



Russell Sweeper S-31 comes out of retirement briefly in 1977 to keep MBTA's Mattapan-Ashmont line clear of snow. — Clarke

Two events involving the loan of vehicles from the Museum's collection gained the Society nationwide publicity. In January following a series of crippling snowstorms, the Massachusetts Bay Transportation Authority of Boston requested the loan of Snow Sweeper S-31. The request was granted, and this distinctive utility vehicle was moved by highway truck to Boston. The local news media gave this event thorough coverage which was picked up by the major networks. In April, the "Cardinal Car," No. 396, now 77 years old, returned to Boston for its second movie role. This time it was "made up" to represent a Brooklyn, N.Y. car of 1895 in the Children's Television Workshop (CTW) series "The Best of Families," a historic presentation for adult viewing. One of the episodes featured the Brooklyn trolley strike of 1895. The actual filming was accomplished at the MBTA's Reservoir Carhouse. Car

No. 396 was featured in several press releases put out by CTW including a full color, double page spread in TV GUIDE announcing the series. The Museum was properly credited. A second benefit from 396's presence in Boston resulted when the MBTA staged a publicity event of their own in May to present the new Light Rail Vehicles. A historic lineup of "Four Generations of Boston Streetcars" included 396 as the oldest together with a snowplow built from a 1907 passenger car, a rebuilt PCC car, and a brand new LRV.

While overall attendance has levelled off the past two years, the number of charter bus groups has more than doubled during the same period. Much of the increased charter business comes in the spring and fall through an area hotel which caters to organized tours to bolster its own business during the pre and post season months.

Visitor reaction as measured by questionnaires and by conversations with Museum staff is reasonably favorable, but not so much so to make us complacent. Most of the negative response is directed at weak points which we have already identified as problem areas. In rating 18 features of the Museum from "A" (excellent) to "F" (unacceptably poor), those which received A or B ratings on more than 75% of the questionnaires are: museum people — 90.7, exhibits — 84.4, parking — 81.3, hours — 79.7, entrance — 76.6. Features which received more than 10% D, E, or F ratings are: direction signs — 25.0, food — 17.2, advertisements — 14.0. Appropriate measures to make improvements will be accomplished as volunteer labor and availability of funds permit.

396 minus "West End" fronts removed for filming sequence, poses with LRV 3411 at approach to Haymarket Station — Clarke



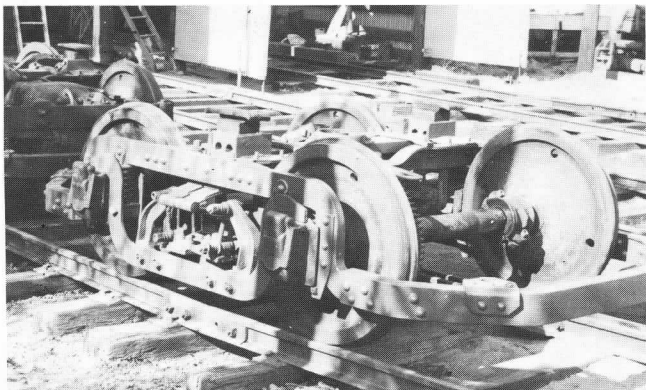


### REPORT FROM TOWN HOUSE SHOP

Activity in Town House Shop during 1977 can be divided into three areas: improvements to the building, addition of new equipment and machinery, and, restoration and maintenance of the Museum's collection.

The major improvement to the building was the pouring of the first section of concrete floor in the main hall. The 20 x 126 foot area is designed for heavy truck and motor work with a track set in the floor. The local ground conditions and related water problems necessitated an elaborate sub-floor drainage system which features a manhole and sump pump. Included in the construction is a year round water supply utilizing self-draining, yard type hydrants.

Another step toward a year round shop operation was the enclosure of the woodworking area of the lower machinery bay. The employment of removable insulated wall panels and doors provides the capability of restoring the fully open ground floor for better ventilation during the summer. In winter this area can now be heated efficiently and economically. The paint car, former Boston Elevated Railway 3266, received a new galvanized metal sheathing on its roof and one side, and had its exterior repainted in the BERY rapid transit green. Improvements to the pit included installation of adequate lighting and an exhaust fan. The fluorescent lighting fixtures were salvaged from the MBTA's Eliot Square Shop in Cambridge and the fan was donated by a member.



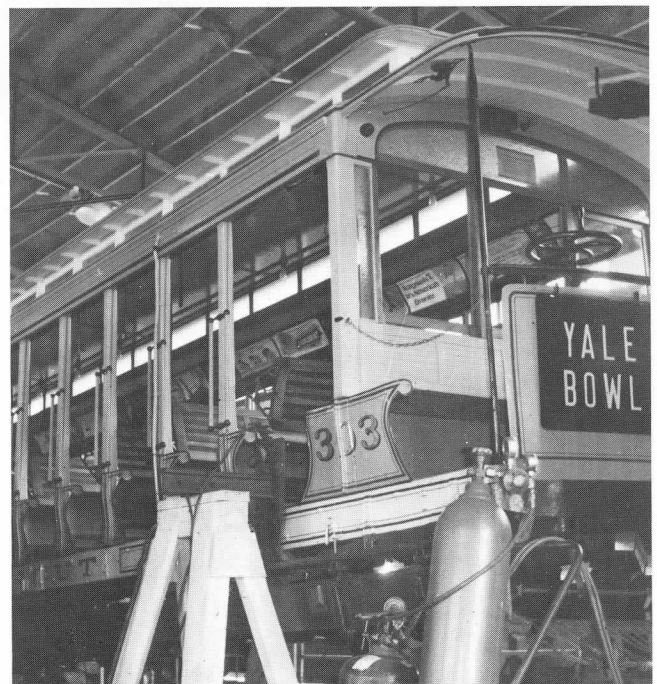
303's trucks torn down to receive replacement motors and wheel and axle sets. — Lane



Rebuilt motor being installed in Line car S-71. — Brillante

New section of concrete flooring in Shop represents 1977 capital outlay for buildings and will expedite truck and motor overhaul — Lane

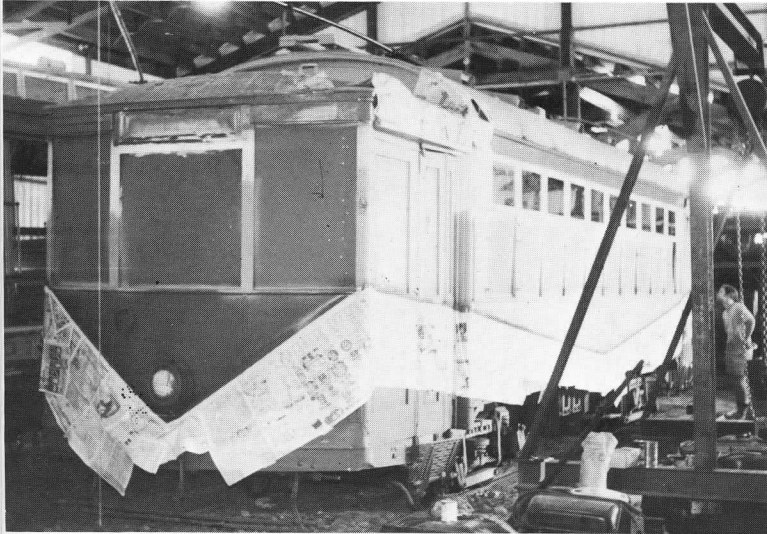
Three machines acquired secondhand from the MBTA were set up and wired for use: a large radial drill press, hydraulic metal shaper, and an iron worker (punch and shear combination). The original 550 volt AC motors for these machines were re-wound for operation on our 220 volt three phase power supply. The second metal lathe acquired from the Charlestown Navy Yard was placed in service. A new "Hotsy" high pressure hot water cleaner was purchased, and has increased the efficiency of cleaning truck and motor parts.



Conn. Co. #303 set up on horses to facilitate replacement of motor wiring — Lane

During the eleven week summer season, the eleven people employed on the shop force, with a maximum of ten at any one time, put in 4835 7/12 man-hours. Seventy volunteer members contributed an additional untold number of manhours. Work was performed on the following cars:

Connecticut Open Car No. 838. The rebuilding of one truck begun in 1976 was completed. The badly worn pedestals were machined and then had pedestal guides welded in. The second truck was in better condition, and its overhaul was deferred for at least one year. The car was returned to service in July.



Dallas Stone & Webster car, 434, takes time out from shuttle service for body shop overhaul and repainting — Lane

Connecticut Open Car No. 303. The renewal of the motor wiring was accomplished while the car was off its trucks which received a complete overhaul. The original wheels, axles, gears, and bearings were worn beyond repair. Fortunately a source of spare parts existed in the Standard 0-50 trucks under Boston Crane Flat 2016. Because of the incompatibility between the bull gears on 2016's axles and the pinions on 303's GE80 traction motors, the four WH101B motors from 2016 had to be rehabilitated. They were completely disassembled, the armature bearings were rebabbitted, field coils rewrapped, varnished, and baked, and the armatures were cleaned, varnished, and baked. Following reassembly the motors were test run on the shop floor on low voltage. A few minor problems were discovered and corrected. New motor support bearings were required for three of the four motors. They were cast too late for machining in 1977. The completion of this phase of the project is expected to be done to permit the car's return to service by late June 1978.



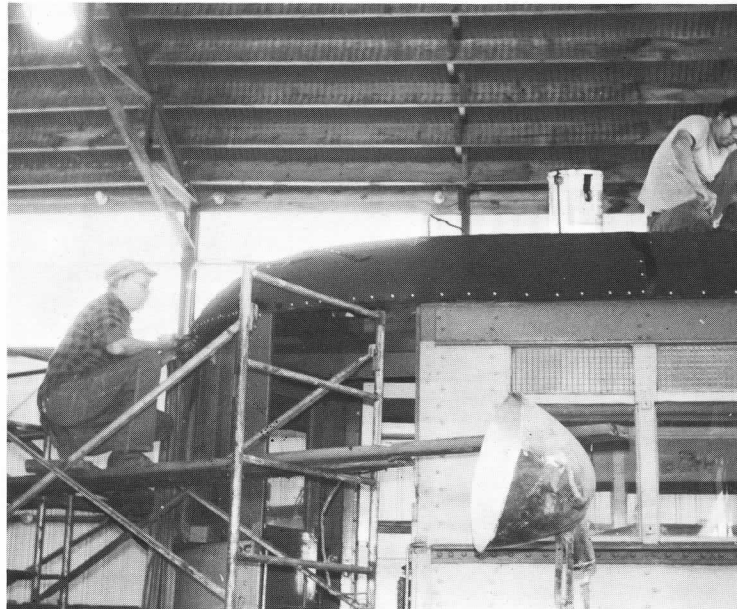
Cambridge Tunnel 0719 has roof sandblasted in preparation for repainting. — Lane

Biddeford & Saco Open Car No. 31. Installation of striped canvas side curtains, miscellaneous hardware, replacement of the piston cup in the brake cylinder, and the outlining of all the lettering brought the restoration of the "Mother Car" to its final conclusion.

Montreal Lightweight No. 2652. This beautifully restored single end car was equipped for back-up operation in regular passenger service by the installation of a second trolley pole. At the same time, the control equipment was disassembled and rebuilt, the motors were cleaned, and all bearings repacked.

Denver & South Platte Birney Car No. 1 (latterly York Utilities Co. No. 80). The complete restoration of this single truck safety car continued with the making of enough new cherry wood window sash to provide a full complement with the originals which were reusable.

Dallas Railway & Terminal No. 434. This Stone & Webster standard car received a complete exterior repainting and related body repairs. All of the continuous upper sash were replaced with new material as were half of the lower body sash. The rotted wood framing behind the dasher at one end was replaced as were two of the three metal dash panels.



Temporary repairs being made to roof North Shore Diner #415 — Lane.

Wheeling Curveside No. 39. A set of new body sash were milled and await assembly. The restoration of this car is being sponsored by an individual member.

Montreal Heavyweight No. 957. Work on this single end, high floor car is also being underwritten by an individual member. During the early spring and late fall, the monitor portion of the roof was rebuilt and recanvassed. The lower deck is now in process of complete replacement. The sash and post fillers on one side of the car were removed. The usable sash were stripped and prepared for refinishing while new cherry sash were made up to replace those beyond repair. New post fillers were milled. The rusted portions of the steel side posts at the beltrail level were cut out and new steel was welded in.



New window posts being installed in Cincinnati curve side. Car's Sponsor framed by center window. — Lane

Line Car S-71. The second rebuilt GE67 motor was installed. A new set of motor support bearings were machined utilizing a spare set of old GE80 bearings.

Crane 3246. New finger tips for the crane motor controller were made and installed. One of the two brake cylinders received a new piston cup, and the cab door was rebuilt.

QRL&P No. 454. All of the journal bearings were rebabbitted. Two cracked motor support bearings were replaced with some from another type of motor which were machined and adapted to fit the WH333 motors under this car.

Routine inspection, maintenance, and running repairs were performed on the cars used in the regular summer operation.



Dayton City Railway Pullman-Standard trolley coach fresh out of paint shop — Lane.

### ACQUISITIONS DURING 1977

In 1977 the Society received four vehicles into its collection, each of which represents a different mode of transport. These included Chicago North Shore & Milwaukee interurban dining car No. 415, built by Cincinnati in 1926, MBTA all-electric PCC car No. 3221, built by Pullman-Standard in 1945, Biddeford & Saco Bus Lines bus No. 31, built by ACF-Brill in 1946 and MBTA trackless trolley No. 8490, built by Pullman-Standard in 1951. It is interesting that

three of these vehicles have run their entire service lives after the founding of the Society, and even the exception, Car 415, was totally revamped and modernized after the establishment of our Museum.



MBTA 3221 at Seashore — represents their all-electric series now retired. Equipped for MU service in 1961 they could operate in train service only within their own 25 car group. Not considered the equal of the air brake car by the Boston system, the all-electric P.C.C. nonetheless became the post-war standard for the Transit Industry with well over a thousand built for other systems. — Lane

North Shore dining car No. 415 was actually converted into a tavern-lounge car in 1940. In 1949 when dining service was eliminated, except on the famed "Electroliner" trains, other North Shore Line dining cars were removed from service. Car 415 was overhauled as one of the first Silverliner cars and used in trains in substitute Electroliner service when one of the streamlined sets was not available for service. It continued in operation until the end of all service in 1963. At that time it was acquired by the RELIC group in Illinois. Eventually this organization decided that the car did not fit into their preservation plans and the car was purchased by interested Society members. No. 415 was shipped to Maine in mid-1977, and first used for food service on Members' Day Weekend in October.



The Museum's second Biddeford & Saco vehicle numbered 31 can be recalled as serving as the chartered shuttle bus during the A.R.M. convention several years ago, operating between the Museum and the hotel. — Lane.



North Shore Line Diner 415 finally arrives at Seashore after several years of negotiations. C.N.S. & M. #420 stands by in background to tow reassembled car away to shops for reconnecting brake rigging — Hanlon

The two vehicles acquired from MBTA continue our policy of representing the development of mass transit in the Boston region. Coach 8490 is from the last order of trackless trolleys built for domestic use by Pullman, and operated on the Hyde Park, Roslindale and West Roxbury lines when new, but spent most of its life in Cambridge, until replaced by new trolley coaches in 1976. PCC car No. 3221 was released late in 1977 as the growing fleet of new light rail vehicles rendered it surplus, after having operated in several areas of Greater Boston for three decades, half of which time was spent on the trunk Arborway-via-Huntington Avenue subway-surface car line.

Biddeford & Saco Bus Lines No. 31 was presented to the Society by Company President Richard Stride. The firm had just removed its last ACF-Brill buses from service (reported by "Motor Coach Age" to be the very last in service in the United States) as regular transit service was replaced by a shuttle bus system subsidized by the local communities and operated under contract by B&S. It was appropriate that the Company presented the Society with its bus No. 31, as its streetcar No. 31 was our first streetcar nearly forty years ago. In addition to donating this bus to the Museum, the Company made available many spare parts and other related equipment.

## TREASURER'S REPORT

Before reviewing the 1977 financial results, an explanation of the format of financial information presented in this Annual Report is desirable. In 1975 it was felt a more definitive system of financial reporting would be of benefit. Such a new system was devised and instituted for fiscal year 1976. With the completion of fiscal year 1977, a year to year comparison of income and expenses was again possible.

We entered 1977 with the feeling that our income would be less than the Bicentennial Year 1976 which brought a larger than normal influx of tourists to the area. This is confirmed in our Admission revenue which decreased 6%. Contributions showed a sizeable decrease. This is the result of the many contributions in 1976 for the restoration of Liberty Bell Car 1030 which was completed that year. These reductions in income were offset by a \$17,000 bequest and CETA grants, resulting in a modest \$6,000 increase in total income.

Through the years the Society has experienced increased operating costs, due in no small part to inflation. Through careful budgeting we have been able to keep the increases in our costs under control. However, the increasing operating costs have resulted in a trend towards a dwindling in the amount of funds available for capital improvements.

It has become obvious that to achieve more in the capital improvements area, it is necessary to find ways to increase our income available for this purpose. The answer is a program to attract outside capital.

The first step in such an undertaking is to revise our accounting practices to conform to the requirements of those foundations and government agencies who have such funds available. To this end we have engaged the firm of Price Waterhouse to formulate an acceptable accounting system and to provide advisory services in instituting that system. Upon completion of this endeavor, we will then be in a more favorable position in seeking outside financial assistance.

## TRACK DEPARTMENT REPORT

All work performed during 1977 involved main operating trackage. Most of the effort went into reconstruction of the stretch of main line between M&SC Jct. and the yard limit sign just north of McKay's crossing, a distance of about 550 feet. This project was started during 1976 with the realignment of the north Riverside curve. During 1977 the south curve was dismantled, the roadbed undercut and the track rebuilt to a new alignment. This phase of the work included a substantial amount of rail and tie replacement. The McKay grade crossing was replaced outright and some of the trackage generally rebuilt from Doherty's turnout to the yard limit which is just south of the location of the former Warwick carbody. All of the old sand and gravel ballast in the involved stretch has been bulldozed and/or shoveled out and replaced with crushed rock for better drainage. The old culvert under the main line at the north end of the Riverside Barn was replaced and a new culvert was installed just north of McKay's crossing. As part of the drainage improvements, a new side ditch was dug along the east side of the track from the south end of Riverside to Doherty's turnout and underground drain pipe laid through McKay's crossing. This project should be completed during 1978.

The deteriorating frog in the Rip Track turnout was replaced.

After several years the main line has been extended again. The initial ballasting and surfacing of the main line from RS& E bridge 7 to 8 has enabled operation on a restricted basis to the new more northerly point. Depending on other work in progress, this stretch may be finished in late 1978 or early 1979.



McWilliams Multi-Purpose Tamper putting finishing touches on main line curve leading out of M. & S. C. Jet — Lane.

Principal effort of the track department for the past several years is the moderately long range project of upgrading the southern portion of the main line to the higher standards of the R.S. & E. tower section. In addition to re-engineering the curves and gradients, as well as replacing gravel ballast with stone, the 95# and 70# rail sections are being relaid with ASCE 85# rail. A big step in this direction was the eleventh hour acquisition from the contractor of some 1500 track feet of 85# rail from the former MBTA Eliot Sq. yard in Cambridge. Laid new on crushed stone over a concrete bed, the rail had been preserved in almost new condition, yielding approximately  $\frac{2}{3}$  of the steel necessary for this phase of the work.

## Volunteer Car Restoration During 1977

During 1977 fifteen cars progressed towards restoration by the combined skills of many volunteer members. The major single project was work performed on North Shore Dining Car 415, which began as soon as the car arrived at the Museum last summer. Because many have felt that providing food service for our visitors is a major requirement, the acquisition of Dining Car 415 was literally seen as being the vehicle for making food service a reality at The Seashore Trolley Museum.

The car had suffered from years of outside storage, but not badly under the circumstances. The roof was immediately stripped of its deteriorated tar-coated roof canvas, revealing some rotted areas. It was decided that in order to make the car useful quickly, temporary roof repairs would be made and the roof covered with asphalt paper. The job came out well, and with the refurbished ventilators and hatch covers back in place the roof makes for a good appearance. Inside the car, the metal ceiling was scraped down, treated with rust neutralizer, spray primed, and painted. A number of swollen doors were properly re-fitted and broken glass replaced as required. In the kitchen, the walls and upper cabinets were stripped and painted while the sink, range and grill were cleaned. The car lighting and heating circuits were checked and found in good order. The overhead baggage racks and furnishings were removed to allow paint stripping in the main dining compartment of the car, which will be returned to varnished woodwork. Thanks to dependable heat, major progress has continued through the winter on stripping the woodwork. The car was first used for food service over Members' Day Weekend in October, and will be used for light food service during the 1978 summer season. The general plan for the restoration of Car 415 is to keep the car presentable during our operating seasons, and attack particular parts of the car during off-seasons over the next several years.

The year 1977 saw further progress in the long term reconstruction of Wheeling Curved-Side Car 39. Though the project was still hampered by the absence of its sponsor, who remains on an overseas project for his employer, parts of the car moved toward completion. In previous years the first side of the car was rebuilt from scratch, along with one platform and much of the underframe. In 1977 work was concentrated on fitting out the first side and vestibule of the car. To this end new steps were made for the car and attached, and many of the intricate wooden side members were completed. These included window posts and window sills, which were of a rather complex milled one-piece design, chosen by Cincinnati Car Company for their relative light weight. The platform was framed, salvaging one cornerpost and fashioning another one, along with all of the other components, from new ash stock. A new dash panel was cut and installed, giving the new side and end once again the distinctive curvilinear appearance, and with a "new streetcar" aspect as well. Remaining volunteer work was devoted to preparing the steel components for the second side of the car for eventual assembly.

In the fall a part time shop worker made considerable progress toward the completion of new sash for



both sides of the car. This program will continue as contributions to the car's fund flow, and as there is available skilled labor at museum wage rates. It is hoped to complete side and end sash, as well as the four sliding doors, in 1978.

Because our volunteer Director of Exhibits and Displays assumed a demanding new job, sharply reducing his time availability, the level of activity in car restoration amongst the display cars was diminished from the previous year. However, important work was accomplished, including a major breakthrough by the Society in obtaining federally funded car restoration work under the CETA program. Thanks to the combination of volunteer effort and the employment of a federally funded CETA employee, Chicago, Red Pullman, streetcar 225 advanced greatly during 1977. The car was located on display in Highwood Barn and its progress was of much interest to our visitors. An ambitious volunteer concentrated on continuing his exterior repairs, surface preparation, priming, and painting. Included was the sandblasting and painting of many of the window guards. Our CETA employee substantially completed the interior restoration of the car. This included complete removal of hundreds of wooden pieces for stripping of many coats of deteriorated varnish and paint, and associated projects along the way such as rewiring the lighting system. Most of this interior woodwork has been refinished, and completion of the car is expected to be done as a volunteer project.

Also in the Highwood display, Baltimore Peter Witt 6144 received most of its remaining finishing up to serve as our example of a transitional car that connected the era of true conventional type streetcars with that of the streamlined PCC's. Missing doors were installed, glazed and painted, and remaining areas of the car interior were painted as required. Fittings were reinstalled, seating cleaned and the new roof canvas given another coat of paint. The car is now nearly complete and makes a fine display unit. Before the car can be remounted onto its own trucks, which have been re-gauged from Baltimore's gauge of 5'4½" to standard gauge, the traction motors must be overhauled.

Two other display cars received improvements as well. Our oldest car, New Bedford Post Office car 34, an electrified horsecar, saw completion of the total reconditioning of one motor and some work undertaken on the second motor. Work also continued on the surface preparation of North Shore Line interurban car 755, prior to its ultimate repainting.

While outside the strict definition of car restoration, an important project to protect our options for future restoration saw Exhibits personnel tackle the long-deferred task of removing the body of Rhode Island Company express car 1280, generally referred to as the Warwick car, from its conspicuous site beside the Main Line, onto a pair of shop trucks and then to inside storage. Close inspection of the car found it to be reasonably sound above the floor line. The Museum has most of the mechanical equipment needed to equip the car.

Dayton, Ohio pre-war Pullman trackless trolley 376 was transformed in appearance by two of our younger members. The surface was prepared and

spray primed, and then painted in City Transit Company's striking yellow and cream paint scheme. New trolley boards were also made and installed, and some interior painting was done. After the paint job was finished, mechanical work was done, and the coach operated a number of times during the balance of the year, including being featured in the Cavalcade of Cars on Members' Day. After this event these same members and others began the more challenging job of upgrading newly obtained MBTA trackless trolley 8490. Much cracked and broken glass was replaced and mechanical work, including cleaning the controller and a complete lubrication, were accomplished. The roof was scraped down and treated for rust and much of the roof then primed. One battered side panel was removed and a new sheet fitted in place.

MTA Cambridge-Dorchester rapid transit car 0719 received another spurt in its gradual restoration. The major project of sandblasting the entire roof was undertaken, followed by application of metal conditioner and prime paint. The roof was then painted gray in preparation for its eventual complete painting into the orange and gray paint scheme adopted for the four cars, including 0719, that were modernized in 1947 for use on the then proposed South Shore rapid transit line, which was not opened until 1971, some time after all older cars had been removed from revenue service. In connection with the decision to represent the post-war period, earlier vintage headlights and their associated wiring were removed from the car.

More progress was made on Eastern Massachusetts Street Railway bus 478. The new roof canvas received finish coats of silver paint, followed by placement of necessary molding pieces which are now painted black to form trim lines. Inside, the seating used in this type bus in later years was reinstalled, having been removed from buses awaiting scrapping some fifteen years ago. Broken glass was replaced and the ceiling and floor repainted.

Several Boston work cars received attention during the year. A group of members began a project to result in the Museum having a serviceable side dump car. The goal is to have car 3622 as our regularly used car with no. 3608 reserved for standby service. Thus far the dump bodies have been removed from both cars and the dump body from 3622 re-set on car 3608. Remaining to be done is the most important step of replacing the previously specially modified dump body from 3608 onto car 3622. Newly obtained electric locomotive 0514 received repairs to its roof, and the entire car given a utilitarian paint job of traction orange with black trim.

Type 3 Snow Plow 5154 lost two large steel panels which had rusted through in places. Rotted wood behind them was then replaced and new galvanized steel panels were fabricated and attached to the car. Major areas of the car were prepared, primed and painted in traction orange. Lastly, center-entrance sand car 6309 received repairs to its air system in order to make it available for limited works move operations.



# NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

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*Section Foreman* ..... M. Dwight Winkley

*Senior Vice President* ..... John B. Barr  
*Vice President & Treasurer* ..... Arthur G. Duncan  
*Vice President, Purchasing* ..... Clayton D. Sargent  
*Comptroller* ..... Thomas J. Ford, Jr.  
*Assistant Comptroller* ..... Francis J. Welch  
*Recording Secretary & Asst. Treasurer* ..... Cecilia B. Clapp  
*Membership Secretary* ..... Joseph B. Doherty  
*General Counsel*  
*& Clerk of Corporation* ..... Richard D. Hewes

### HONORARY OFFICERS

*Past President* ..... Alexander Van Courtlandt Hamilton  
*Treasurer Emeritus* ..... John E. Amlaw

The New England Electric Railway Historical Society maintains memberships in the following organizations:

American Association of Museums  
 Association of Railway Museums, Inc.  
 Kennebunk-Kennebunkport Chamber of Commerce  
 Maine League of Historical Societies and Museums  
 New England Conference, AAM  
 State of Maine Publicity Bureau  
 Tourist Railway Association, Inc.

*Chairman Parts Committee* ..... Daniel R. Cohen  
*Coordinator -*  
*Landscape & Garden Activities* ..... Karen H. Perry  
*Editor Museum Publications,*  
*Historian, and Purchasing Agent* ..... O. R. Cummings  
*Manager Flyer Distribution* ..... George F. Braun  
*Director of Special Projects* ..... George M. Sanborn  
*Special Projects Fund Raiser* ..... Kevin T. Farrell  
*Special Projects Fund Raiser* ..... Jack Keenan  
*Special Representative* ..... Robert Barret  
*Special Representative* ..... Ralph L. Day  
*Special Representative* ..... William M. Dox, Jr.  
*Special Representative* ..... Kenyon F. Karl  
*Special Representative* ..... Charles L. Rapport  
*Special Representative* ..... Carl L. Smith  
*Special Representative* ..... Marjorie M. Walker  
*European Representative* ..... Anthony Von Hornstein  
*Japan Representative* ..... Yuichi Sakamoto  
*Museum Photographer* ..... Richard J. Brillante  
*Statistician* ..... Louis J. Petrillo

## COMPARISON OF INCOME & EXPENSES

1976 — 1977

	1976	1977
Cash on hand January 1 .....	\$ 28,463.15	\$ 42,414.74
<b>Income:</b>		
Dues .....	8,529.50	8,999.50
Admissions .....	66,216.82	61,939.35
Fare Boxes .....	2,157.71	1,685.87
Contributions — Unrestricted .....	673.27	767.66
Contributions — Restricted .....	25,678.08	15,596.49
Contributions — Value .....	9,527.39	5,609.01
Gifts & Grants .....	698.88	16,786.20
Sale of Assets .....	5,841.25	4,719.23
Refunds & Reimbursements .....	978.06	2,802.15
Interest .....	1,197.62	1,883.64
Dinner Income .....	775.00	857.75
Gift Shop Sales .....	45,727.46	44,003.11
Mail Order Sales .....	9,149.13	9,603.19
Withholding, Social Security .....	6,029.72	6,037.88
Sales Tax .....	2,201.82	2,071.23
Loans .....	—	—
Other Income .....	<u>2,821.31</u>	<u>10,808.44</u>
Total Income .....	<u>188,203.02</u>	<u>194,170.70</u>
Total Cash on Hand and Income .....	<u>216,666.17</u>	<u>236,585.44</u>

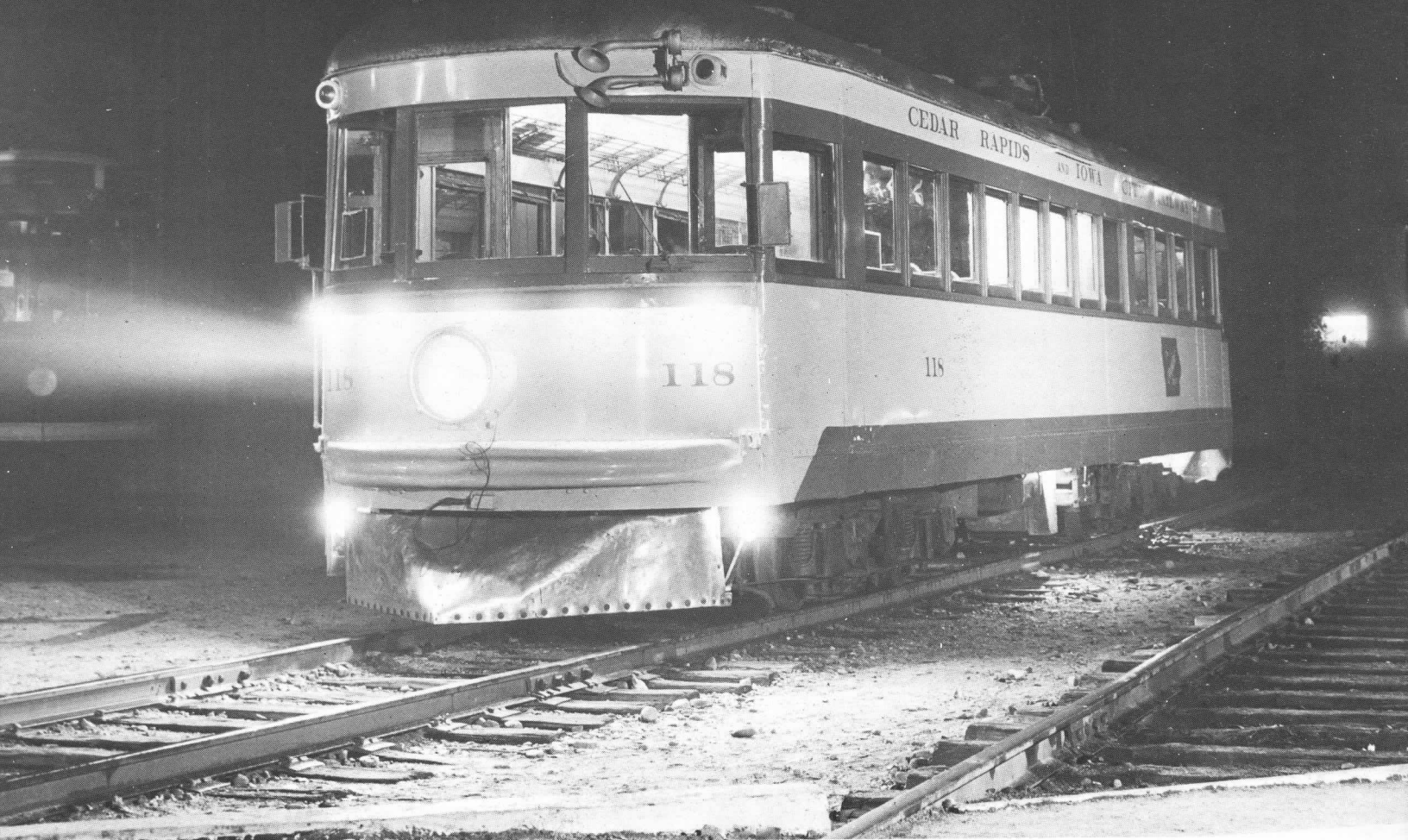
**COMPARATIVE BALANCE SHEET**  
1976 — 1977

<b>Assets</b>	<b>1976</b>	<b>1977</b>
Cash .....	\$ 41,577.54	\$ 52,126.29
Inventories .....	46,211.11	56,060.96
Investment in Corporate Stock .....	837.20	837.20
Land .....	28,003.33	28,736.31
Other Assets .....	<u>448,194.89</u>	<u>464,282.99</u>
Total Assets .....	<u>564,824.07</u>	<u>602,043.75</u>
 <b>Liabilities</b>		
Total Net Worth .....	<u>564,824.07</u>	<u>602,043.75</u>

**COMPARISON OF INCOME & EXPENSES**  
1976 — 1977

	<b>1976</b>	<b>1977</b>
<b>Expenses — Operating</b>		
Electricity .....	\$ 6,456.68	\$ 7,864.79
Utilities .....	2,193.61	1,946.36
Motor Vehicle Gas & Oil .....	544.76	313.67
Office .....	17,726.73	28,219.96
Publications .....	5,494.11	5,027.66
Public Relations .....	3,814.72	12,006.06
Educational Programs .....	289.55	—
Insurance .....	4,913.38	7,980.26
Interest .....	—	—
Registrations & Fees .....	173.38	155.00
Taxes .....	8,541.26	8,476.71
Sales Tax .....	2,404.90	2,287.88
Gift Shop .....	3,683.37	3,874.73
Gift Shop Refunds .....	<u>106.34</u>	<u>288.44</u>
Total Operating Expenses .....	<u>56,342.79</u>	<u>78,441.52</u>
<b>Expenses — Maintenance</b>		
Motor Vehicles .....	744.93	794.38
Buildings .....	552.25	578.09
Track .....	5,616.75	1,552.23
Overhead Wire .....	111.35	145.72
Power Plant .....	555.85	—
Electrical .....	52.10	1,173.49
Equipment .....	343.56	1,088.83
Rolling Stock .....	20,250.67	18,669.43
Exhibits .....	219.37	10.00
Roads & Grounds .....	<u>1,501.02</u>	<u>2,171.01</u>
Total Maintenance Expenses .....	<u>29,947.85</u>	<u>26,183.18</u>
Gift Shop Stock .....	31,836.31	35,010.04
<b>Expenses — Capital</b>		
Motor Vehicles .....	717.34	821.80
Buildings .....	2,314.44	10,210.45
Track .....	6,288.23	7,756.02
Overhead Wire .....	635.29	745.65
Power Plant .....	—	—
Electrical .....	4.94	392.64
Equipment .....	4,504.05	5,639.75
Rolling Stock .....	31,520.02	9,496.68
Exhibits .....	467.82	71.33
Roads & Grounds .....	6,652.58	5,937.34
Land .....	<u>3,019.77</u>	<u>3,752.75</u>
Total Capital Expenses .....	<u>56,124.48</u>	<u>44,824.41</u>
Total Expenses .....	<u>174,251.43</u>	<u>184,459.15</u>
Cash on hand December 31 .....	<u>42,414.74</u>	<u>52,126.29</u>

Hi-speed 118 presents a striking appearance by night. This classic by Cincinnati represents two famous interurbans — the Cedar Rapids & Iowa City Ry and its original owner the Cincinnati & Lake Erie Railroad — William D. Middleton. Although the C. & L. E. Hi-Speeds saw only 23 years of active service, they had been the prototypes for the famous Philadelphia and Western "Bullet" cars that followed a year later and are still very much in operation in 1978.



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

**KENNEBUNKPORT, MAINE**

**SEASHORE TROLLEY MUSEUM — "THE MUSEUM OF MASS TRANSIT"**