

**1978 ANNUAL REPORT  
NEW ENGLAND ELECTRIC RAILWAY  
HISTORICAL SOCIETY, INC.**

Owner and Operator of The Seashore Trolley Museum

Kennebunkport, Maine



*"The Museum of Mass Transit"*



COVER PHOTO — Night Scene showing Manchester-Nashua Rapid Transit Line car No. 38 posed on loop. This was the second car chosen by the Society for preservation. Its subsequent restoration set the high standards since followed by our car shop. Tower "C" once controlled the important junction of the Main and Atlantic Ave. lines of the Boston Elevated Railway near North Station. Not only does it serve as the museum office, but is setting the architectural styling of our proposed Visitor's Center to be built nearby. — Woolnough.

Body work complete and remounted on its own trucks regauged to standard, 6144 is yet to be tried out under its own power. Equipped with W-N drive and representing the immediate pre-P.C.C. era, it awaits only the overhaul of its special high speed traction motors before becoming operational. 6144, with its unusual Brill trucks, is one of the only two surviving American street cars equipped with 22" driving wheels. Woolnough.

## REPORT OF THE PRESIDENT

1978 proved to be a reasonably successful year despite the decline in value of the Canadian dollar and the resulting decrease in visitors from our northern neighbor. Receipts from admissions were up 23% over 1977 due in part to an increase in prices while visitor attendance decreased by 0.5%. Gross receipts in the gift shop posted a 6% increase. Credit for this relatively good financial showing, compared with other outdoor museums in New England, is due to our volunteer public relations work and excellent television spots. A portion of the net income was plowed back into the car shop, enabling it to achieve year round operation, thereby accelerating two major car restoration projects.

Accomplishments during the year just past ranged from the successful inauguration of on-site food service in our interurban dining car, former Chicago, North Shore & Milwaukee No. 415, with its beautifully restored interior to accreditation by the American Association of Museums. Ours is the first museum of its type to be so recognized. Other noteworthy achievements included the return to service of all four of our restored open cars after several years of dealing with troublesome mechanical and electrical problems, and the initiation of, and rapid progress on, the total rehabilitation of the steel body structure of Boston Type 5 No. 5821, a potential revenue car. The light rail vehicle program in Boston was sufficiently advanced to permit the release by the Massachusetts Bay Transportation Authority for historic preservation of two more PCC cars, each representing a group slated for early retirement. Especially welcome is our first double-end PCC car representing Dallas, Texas as well as Boston.

While the accompanying financial statements testify to the continuing successful operation of our museum in its present form, we are faced with an uphill battle to sustain our current level of visitor attendance, 45,100 in 1978, as well as to realize any appreciable gain in the years to come. Even with rising fuel prices and the overall cost of living, we have yet to fully tap the market within an easy day's drive of our Kennebunkport site. Over the past several years, we have experienced a dramatic increase in the number of organized bus tours which have visited our museum. This trend is expected to continue at an increasing rate, and we must be prepared to accommodate these groups.

To broaden the base of our financial support from the public, several steps are being taken to move the museum off its present plateau. Our fund raising efforts for general museum development from outside the Society's membership have met thus far with meager results from a cash standpoint. We have had greater success in donations of surplus equipment and of services performed. A first step toward major outside funding was the establishment of our fiscal credibility. Price Waterhouse and Company have been engaged to bring our accounting procedures into conformity with established non profit museum practice. This and our recent accreditation should greatly enhance our fund raising efforts with both government agencies and private foundations.

The Trustees authorized the establishment of an endowment fund in 1978. Individual members are asked to consider providing for the Society's future in their wills. Bequests thus received would be placed in trust. The income from invested principal would be utilized for general operating expenses or for specific museum programs according to the wishes of the donor.

A more visible third step is the launching of a five year development program, the largest such effort in the Society's history. Our member and special representative, Tom Ruddell, prepared the attractive brochure with which the membership should now be familiar. A corporate public relations executive, Ruddell managed the successful fund drive three years ago which completed the restoration of Liberty Bell Limited parlor car No. 1030. Turning his attention to the overall needs of the museum, he has effectively synthesized the heretofore fragmentary efforts at long range planning into a comprehensive, five part program. The initial phase of the fund raising has been focused on the Society's membership. The next phase in 1979 will involve corporations and foundations. The goal is to raise \$500,000, and the target date for completion of the development program is 1983. The successful conclusion of this effort will provide the museum with a physical plant well suited to the presentation of mass transit history through interpretive exhibits and displays as well as the demonstration of electric railway technology by actual operation of the historic rolling stock. Living history is both an educational and a recreational experience.

The loan in 1977 of our "movie star" car No. 396 for its second film role in the Children's Television Workshop series "The Best of Families" demonstrated the practicality and feasibility of bringing back to their original habitat cars from our extensive Boston collection. With the now successful downtown trolley line in Detroit, Michigan a tried and proven experiment, and the revitalization of the Boston waterfront proceeding at an accelerating rate, the establishment of an old time trolley line in that city is becoming a distinct possibility. Such an operation would give the museum a new public exposure. The additional income thus generated would make possible the restoration of more cars sooner, and would enable the operation of some of our historic city cars in an appropriate setting. The Society stands ready to cooperate fully with other interested organizations to achieve a mutually satisfactory arrangement. Meanwhile as a preliminary first step, in this direction, the Massachusetts Bay Transportation Authority agreed in 1978 to allow volunteer museum personnel to work on the restoration of an early Boston car in a carhouse not used as an operating base. Car No. 475, a 26' 6" box car of 1903, was moved to Watertown Carhouse in January, 1979, and restoration is now in progress. Having established a mutually beneficial relationship with the Authority through loaning work equipment in times of need, we are grateful for this latest gesture of cooperation. We look forward to a continuing close working relationship with the MBTA as well as other Boston based institutions which share our purposes and goals.



## MUSEUM ACCREDITATION

Accreditation in 1978 by the American Association of Museums provided a corporate as well as individual morale boost. The Seashore Trolley Museum is the first volunteer railway museum to be thus honored.

The application process involved a lengthy written questionnaire followed by an on-site inspection and personal interviews of officers and staff by a visiting committee of the AAM. In their favorable recommendation for accreditation, the committee listed several areas for improvement and made constructive suggestions to correct these problems.

Included is the establishment of a library to contain books, graphics, memorabilia, and manuscripts. A wealth of such material is now in the possession of various members for want of a better place. The museum should give greater attention to devising a cataloging system that will fully document all parts of the collection. Another potential problem area is the lack of an adequate security system. Thus far, little harm has come from fire, theft, or vandalism. Proper protection of our priceless collection is an absolute necessity. Further effort at working with area schools was also recommended.

These suggestions are embodied in the five year development program, and its successful completion will ensure the museum's continued high rating as an accredited historic and educational institution.

Picture Window P.C.C. No. 3274, made available for preservation by Boston's MBTA in 1978, makes a trial run under Seashore catenary. Woolnough.







Charter tour passengers today transfer directly from bus to trolley, but a long awaited visitor's center, a vital part of the Five Year Development Program, will soon provide Museum orientation for the public before boarding the car. Photo above shows P & WCT No. 62. — Woolnough.

### Five Year Development Program 1978-1983.

The five year plan is designed to improve the museum's physical plant and thereby its educational offering to the visiting public. The net result will provide a sound base for financial self support of our present site, and, of possible satellite operations in the years to come.

The projected visitor's center is a major priority for several reasons. First is the urgent need of new quarters for the gift shop. The present building is nearing the end of its economic life. The second is the vital necessity for larger restroom facilities at the point where the public enters the museum. This is particularly essential for tour groups arriving by bus. A third is the desirability for a brief audio visual presentation to prepare the visitors for what they are about to experience. This would supplement but not replace the more detailed slide show now offered in the exhibit area. The fourth is the economic benefit from combining the ticketing and gift shop sales functions at a single location which can be staffed with one person during periods of light visitor traffic. The gift shop, entrance lobby and restrooms would form a free zone for those visitors not wishing to enter the museum. The fifth need is for expanded and economically heatable office space and storage areas which will be located on the second floor above the gift shop. The exterior of the building will relate architecturally with the late Victorian style of the original elevated railway stations in Boston as illustrated by Tower C. Much inspiration has come from the detailed drawings of the original City Square Station made available by the Massachusetts Bay Transportation Authority.

Another major priority is the completion of the second and third Butler Grove carbarns, Central and Fairview, to house the stationary exhibits —

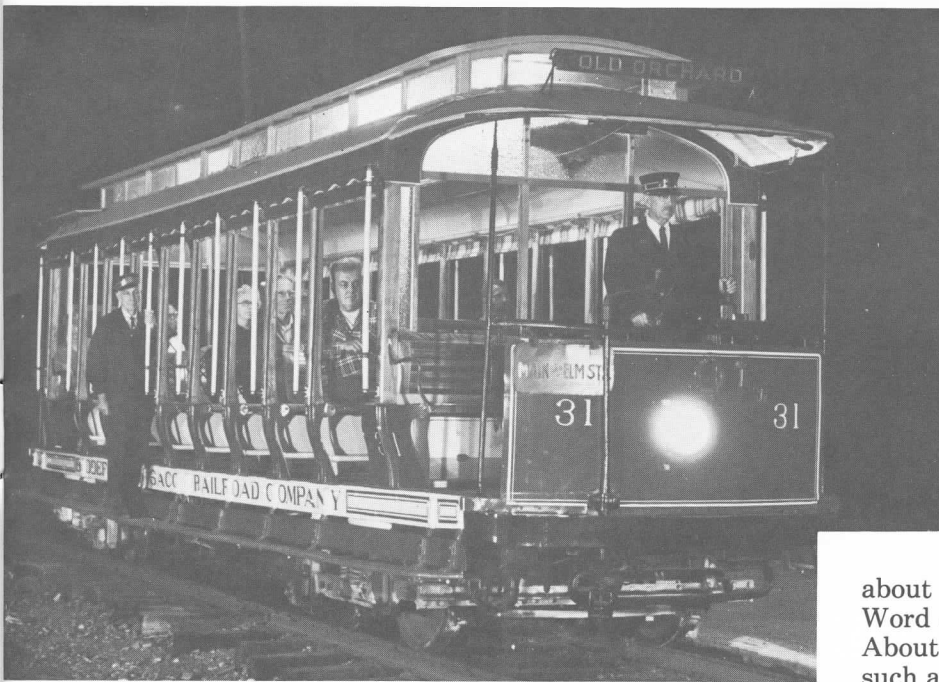
both complete vehicles and smaller components as well as related artifacts, graphics, and photographs. Moisture proof, paved floors together with temperature and humidity control, sprinkler and security systems would provide the collection with proper protection.

Further additions and improvements to Town House Shop, our restoration and maintenance facility, is also a vital necessity. Again paved floors throughout for better humidity control as well as an expanded machine shop and parts storage areas will increase the efficiency and productivity of our preservation efforts.

Two track extensions form the fourth and fifth parts of the development program. The long envisioned extension of the main line northward to a point approximately 2500 feet beyond the present end of track will provide a destination for the trolley ride. Cars will crest the long grade, and at the end of the tangent, turn from the power line clearing into the woods reaching the highest point on the Kennebunkport-Biddeford line of the Atlantic Shore Railway. Here a loop would enable single end cars to be run in both directions with front end forward as well as provide quicker return of double end cars. A nature walk will lead to an observation platform which on clear days can afford views of the Atlantic Ocean on one side and the White Mountains on the other. A small station shelter and picnic area would complete the "trolley park". The public would now have somewhere to go instead of the present ride to "nowhere and back". Provision would be made for the ultimate extension of the main line to the projected North Terminal on Route 1. The ball is already rolling on this project. An agreement was concluded in the fall of 1978 with Central Maine Power Company at reasonable terms to relocate the remaining portion of their 38 KV transmission line. When the work is completed in the 1979 construction season, the way will be clear for the main line extension. Before this project can proceed, however, a sufficient supply of good quality 85-90 lb. relay rail must be found.

The second track extension involves construction of a shorter length of new track around the west side of Town House Shop connecting at the





Night view of No. 31 shows off to greater advantage the high degree of the restoration of the car's interior as well as exterior, as befitting the *first* car of the *first* museum. No. 31 occasionally serves our present all too short shuttle line that is slated under the Development Program, to become a loop serving all major points of the Museum proper. — Woolnough.

existing shop yard and following the road from behind the shop around to the track leading to Fairview Barn. The completed Shuttle Loop would require a crossing over the main line near Doherty Switch and a revised layout near Arundel Station to enable shuttle cars to enter the south end of the loop directly from the "Rip Track". The shuttle loop would make it possible for visitors to ride to every point of interest in the museum, a particular convenience on rainy days!

## PUBLIC RELATIONS

Public relations includes publicity, pleasing our visitors, relations with our community, and our overall public image.

Visitor questionnaires and conversation with individual visitors show most of them highly pleased. Our personnel get a particularly high rating, 87%, A or B. The lowest ratings are signs and directions. Two-thirds enjoyed the museum enough to want to return or to become members. Of the minority who were less than pleased, many offered constructive suggestions. Some of these suggestions deal with problems of which we are all too aware. Direction signs, for example, require both the municipality and the landowner to approve each location, something not always attainable. A newly enacted Maine law requires the removal of all roadside billboards over a period of six years. Institutional attractions such as our museum will be permitted a limited number of off site signs within a stated radius of the location. Meanwhile, shortage of manpower has kept us from checking on existing signs, and replacing any that become broken or are missing.

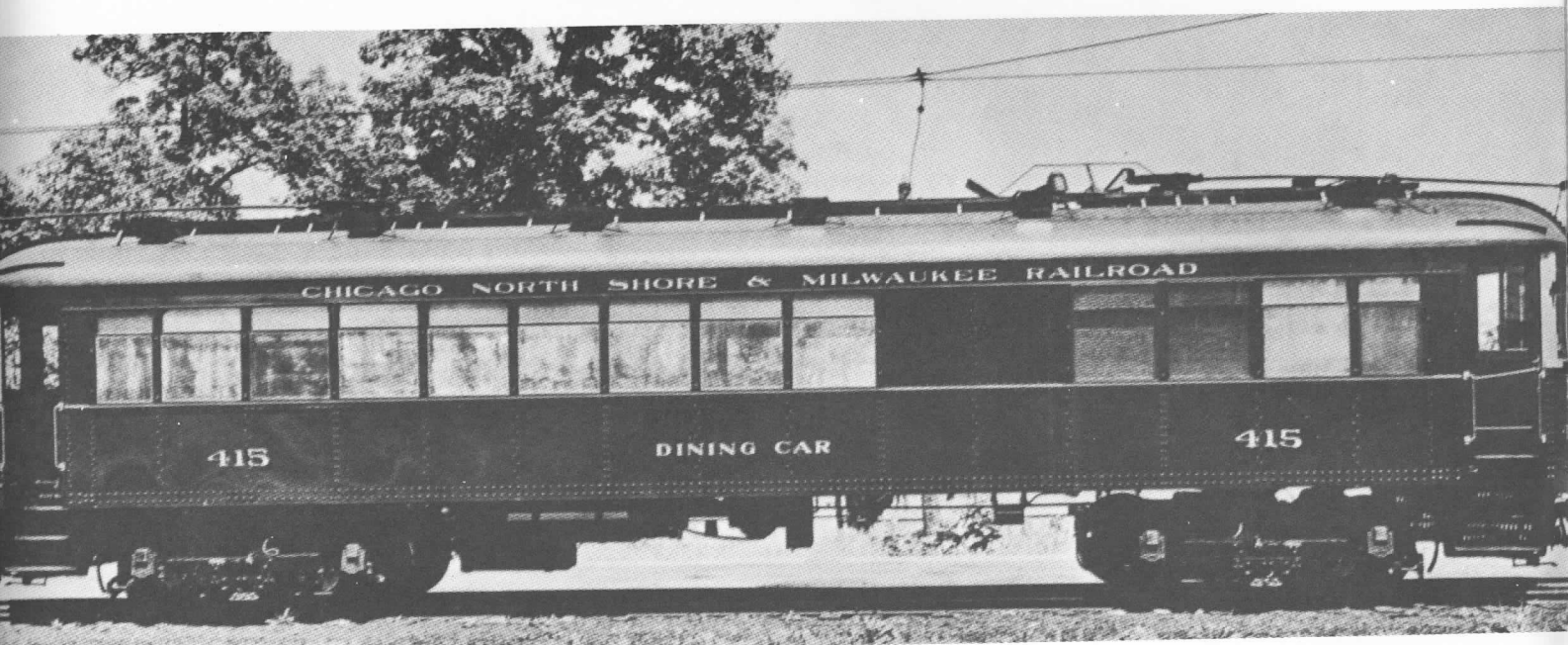
The effectiveness of our publicity is measured by answers to the question of how visitors heard of the museum. Almost 20% heard of us on television,

about half as many by our advertising folders. Word of mouth accounted for more than a quarter. About one-sixth had visited us before. Other media such as maps, guidebooks, newspapers, magazines, signs, and radio each contributed a few percent.

Visitors' home states show fewer from more distant areas than in previous years. This is perhaps due to an unintended bias in circulating questionnaires; because of a logistics problem none were circulated between early July and late August. Massachusetts remains our largest source of visitors. The numbers from New Hampshire, Connecticut, and Maine have increased markedly. In 1976, the most recent year in which questionnaires were circulated during the entire season, New York was still second to Massachusetts, but far down from what it was ten years earlier. On a breakdown by months, New York was largely concentrated in July and August, showing that the low number in the 1978 questionnaires was due to the limited time they were circulated. Part of the decrease in visitors from New York and beyond is due to the fact that the television stations there have so much demand for public service time that they confine themselves to local organizations and refuse to show our announcements. Meanwhile, in the five years since we began television announcements, stations in Massachusetts, New Hampshire, and Maine have cooperated fully.

Relations with our community — the Kennebunks, York County, and the State — are good, at least as far as conversations with local people show. Individual reactions range from enthusiasm to moderate approval; if there are any adverse opinions they have not come into the open. Although our visitors, volunteer workers, and paid staff people spend a significant amount in the area, no recognition of this has been evident in these conversations.

As for our public image, we are well known in Maine and are often described as "a large operation". In the Boston area, a majority of people at least know that we exist, although some are vague as to our location. The fact that we are a non-profit organization is known to many of the people interviewed.



### Dining Car Operation

Opening day for food service at Seashore Trolley Museum finally arrived on July 19, 1978, about a year after the original projected date. This was also later in the season than hoped for due to installation delays of necessary on-board refrigeration equipment which converted the ice box to a refrigerator. Delays were encountered also in obtaining soda dispensing equipment and in having the L.P.G. supplier come up with a system of filling the on-board propane tanks without having to remove them.

The delay in opening gave the dining car crew a chance to log some volunteer hours masking windows in preparation for a quick cosmetic repaint to match CNS&M. No. 420. At the same time a small crew of S.T.M. riggers and haulers (both experienced and apprentice) extricated the former Portsmouth Junction trolley waiting station from a pine grove at Hampton Beach, N.H. This waiting station was relocated alongside 415 on the piggyback track where it was pressed into service as the commissary building, providing housing for an ice machine, tanks of soda, a refrigerator, a freezer which had spent its entire life to that point in time on rails, and miscellaneous other supplies. When UPS electric parcel van No. 4040 came back with a bright new paint job, it was backed up to the station where it provided additional storage space.

All this preparation resulted in gross sales for the season of \$7,578.71, including \$327.48 to Diners Club members who saved a total of \$36.39. The sales total was achieved by preparing 4,285 sandwiches and salad plates including over 1,700 "Electroburgers". Member's Day weekend in October accounted for fully 11% of the total number of sandwiches, although these were primarily hot dogs.

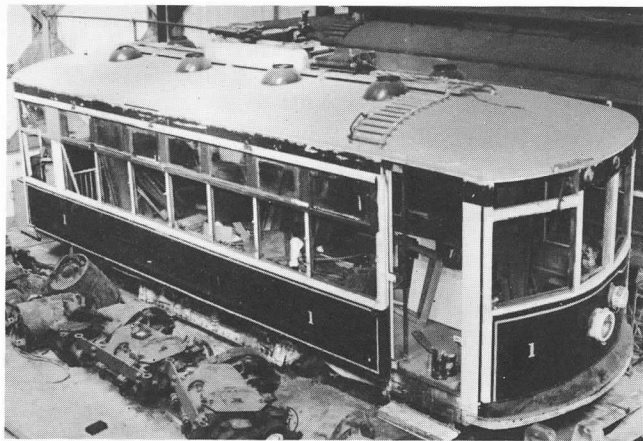
The dining car food service proved popular and successful during the inaugural year.

ABOVE — Chicago North Shore & Milwaukee Dining Car No. 415 shown as it originally appeared when newly delivered by Cincinnati Car Co. in 1926. Restoration to this appearance and condition is a long term project being carried out in stages so as to make the car available for meal service during the museum's operating season. — O. F. Lee Collection.

BELOW — A current view of No. 415 during the 1978 season finds it flanked with outdoor tables set up to handle the overflow. Still equipped as a control trailer, 415 can when the occasion demands, operate in train service with the museum's other two North Shore Line motor cars, but present day food service operation is best served by setting out the diner at a fixed location on a siding. Woolnough.







Birney Safety Car No. 1 of the former Denver & So. Platte Ry. finally being reassembled. When its Colorado days were over on its run between Englewood and Littleton, it was standard gauged at the Atlantic Shore Railway's shop at Kennebunkport, and rounded out its service as Maine's last Birney car running between Sanford and Springvale. Woolnough.

### Report from Town House Shop

We are pleased to report continuing progress not only in the restoration and maintenance of our historic collection but also in further improvements to the plant and equipment. The interior of the main hall of the shop itself was considerably brightened by the installation of nine translucent fiberglass panels in the roof. The adverse drainage problem at the rear of the shop was partially solved

by lowering the grade under the portion of No. 2 track which extends beyond the building. The unpaved portions of the main hall floor were resurfaced with crushed gravel.

An inspection by OSHA prompted the completion of the guarding of all our machinery. It also helped to formalize our existing safety procedures. A second hand, but modern, variable drill press was set up. An electric baking oven, large enough to take traction motor parts was built from materials already on hand. Above it an overhead trolley was installed to lift and move heavy armatures.

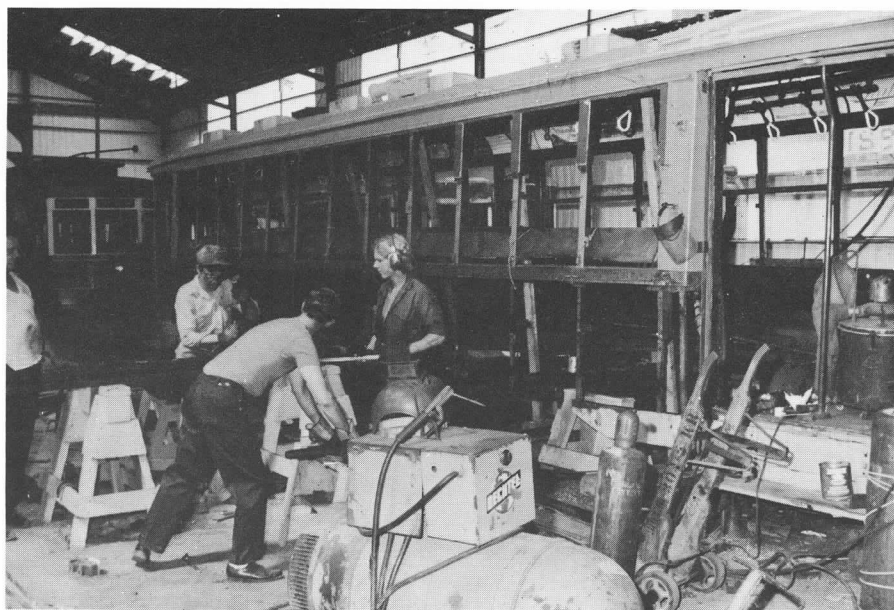
In addition to scheduled maintenance of the cars used regularly in revenue operation, restoration and overhaul was performed on the following vehicles:

P&WCT No. 62 had all four sets of wheels reprofiled and regauged. This popular and otherwise reliable car had been plagued for several years with excessive flange wear. The final cure was the moving of each wheel in on the axle 7/16 of an inch. This work was contracted out to the Bangor and Aroostook Railroad's shop. The exterior of the car was given a partial paint job before returning to service in September.

Connecticut Open Car No. 303 was remounted on its overhauled trucks. These now contain the reconditioned motors and wheel sets from another pair of similar trucks which were in better condition than those originally under Car 303. The

Boston Type Five No. 5821 undergoing major rebuilding. Much of the steelwork below the belt rail was found to be in need of replacement and principal structural members supporting the vestibules have had to be fabricated anew. Work is being carried out in museum's Townhouse Shops. Woolnough.

New side sheeting is being set up preparatory to riveting. With the first side since completed and the second well along, No. 5821 will soon be the first steel car at Seashore Trolley Museum to have both sides replaced. Woolnough.





main motor wiring had been renewed in 1977. An unforeseen problem arose when it was discovered that one of the four bull gears was larger than the others — by one tooth! A new gear of the correct size will be made and installed to prevent damage to the bearings and motors. Meanwhile the car can be run in limited service.

Oshawa Locomotive No. 300 received back its second compressor for which the armature had been rewound.

Denver & South Platte Birney Car No. 1 (York Utilities No. 80) was mounted on its reassembled truck which included new motor support bearings and reconditioned traction motors. The refinished interior cherrywood trim and moulding was put back in place.

North Shore Dining Car No. 415 received a cosmetic exterior spray paint job to complement the excellent interior restoration carried out by volunteers. The ultimate restoration of the car's exterior will involve replacement of some steel side panels as well as the rebuilding of portions of the roof.

Crane 3246 had the boom raising cable renewed. The repair and replacement over the past five years of strategic parts in this 62 year old machine will insure its continuing reliability for the many tasks it is called upon to perform.

Mousam River Railroad Box Car No. 8 required the rebuilding of one of its sliding doors.

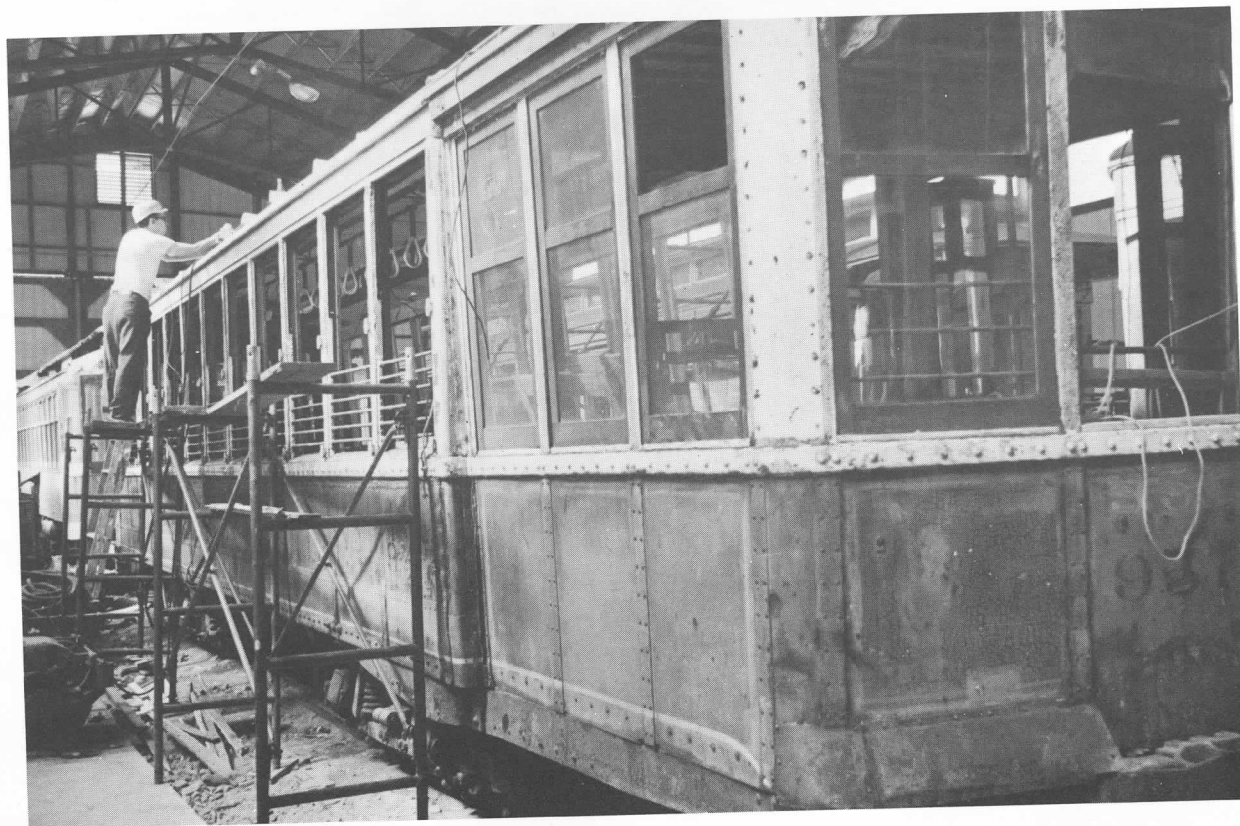
Walter Crane truck 1426 had the control on its Silent Hoist rebuilt.

Montreal high floor Car 957 saw its roof work

completed. This included replacing the entire letterboard on one side. The refinished upper portions of the window sash were installed on one side of the car.

Boston Type 5 semi-convertible No. 5821 is the newest major restoration project to be undertaken. The interior woodwork, including the seats, had been painstakingly restored some years ago by a volunteer member. At that time, the exterior received a complete paint job. During the past two years, however, the body structure developed the characteristic buckled side sheets over the bolsters and drooping platforms caused by salt corrosion from many winters. One side of the car was opened up revealing the extent of the "cancer". By the end of the summer two thirds of the steel cross sills in the car had been replaced with new pieces fabricated from raw stock. The remainder were still fit. All but two of the steel side posts required new tee stock to be welded on at the bottoms. New steel side sheets were cut and prepared for riveting, new doors were made up, and new grooved maple flooring was milled for the center aisle.

As 1978 drew to a close, a winter shop program was implemented. With sufficient funds available, it was possible to maintain a part time staff of seven employees through the winter to continue two structural restoration projects. Montreal 957 which has been sponsored by an individual member and Type 5 5821 for which Society funds were added to a generous donation by another member. With the momentum thus achieved, and with further improvements to the shop, a year round car restoration program is finally within reach.



The long-term restoration of Montreal 957 has passed the mid-point with work on the second side virtually complete. Contributions by a member not only have supported the restoration work but have been an important factor in gaining year round utilization of our Shop facilities. Woolnough.

## Volunteer Car Restoration — 1978

The outstanding results of the year's volunteer restoration activities centered on the upgrading of Chicago North Shore & Milwaukee Dining Car 415. Work on the car has been largely accomplished and otherwise coordinated by one of our most experienced volunteer restoration artisans, who had previously transformed Ottawa Sweeper B-2 from a rotted hulk into an expertly restored exhibit car in a fairly short period of time by means of a combination of diligent and skillful efforts.

Because it had been decided to use the dining car in visitor food service the restoration approach being followed is to focus on particular phases of the car primarily during the winter and to essentially wrap up work to allow for summer use of the car.

During the winter the principal task was to refinish the natural mahogany woodwork in the dining area, and to make the food preparation area fully operational and sanitary. During its last years of revenue service the car has been "brightened up" with heavy coats of light green paint which had subsequently cracked and chipped. Five layers of paint and varnish were stripped with the aid of Savogran paint remover, which has been generously donated to the museum by that company as needed.

Outside storage had resulted in rotted window sills as well as some posts and mahogany trim, which were replaced as required. The entire dining area was then sanded, stained where needed and then given three coats of varnish, resulting in a very fine appearance. In addition the brass window sash was stripped and polished. Finally a commercial carpet firm laid new carpeting on the floor. The kitchen area was also stripped and painted, while the remainder of the car interior will wait another year for refinishing.

On the mechanical side, numerous repairs and improvements were made to get the car ready for operation. A new 220-volt AC electric system was installed, the lighting system was checked and short circuits that were discovered were repaired. Two fans from the dining area, as well as the exhaust and ventilation fans from the kitchen were all sent to an electric repair shop to have their motors rebuilt. Leaks in the water system were repaired, while piping alterations were made to permit overhead water tanks to be filled from beneath the car rather than from the roof.

A local gas company inspected the propane tanks, water heater, grill and coffee maker, and found all to be in good condition. A refrigeration coil was installed in the ice box, with the refrigeration compressor mounted beneath the car.

A large L-shaped table was made from plywood for use as a serving counter. At the same time three plywood dining tables were made up for temporary use until authentic replicas of the originals could be delivered. These were stained and varnished to match the restored interior. To comply with local health codes, screens were installed on windows, doors and kitchen vents. Just prior to its

mid-July official opening the car's exterior was quickly repainted in the standard North Shore green and red paint scheme and re-lettered during the following weeks. Fortunately, the older paint jobs had stood up well enough to provide a sufficiently good surface for repainting.

The car generated good business in the first year of our food service operation and we can expect further success as experience is gained. The dining service is operated on a concession basis by one of our members with previous experience in the restaurant business.

Chicago deck roof Pullman streetcar 225 is coming closer to completion. This car had seen most of its interior woodwork refinished by a CETA employee during 1977. Meanwhile, one of our members has been diligently working on repainting the exterior. The cream portion is now nearly complete, as are most doors and window guards. Because of all this work having been accomplished, the overhauling of the trucks is under consideration as a regular Shop project for 1979 or 1980, so that the car may join the operating passenger fleet.

MBTA Pullman trackless trolley 8490 began its long "road to recovery" during 1978. The roof was stripped of scaling paint and the housing around the trolley bases was repaired. Work on repainting the battered front dash panel was undertaken and more than half completed. Most cracked glass and damaged seat cushions were replaced while some spare new doors were installed. Unfortunately, just after the roof had been stripped, the Winter Shop Program materialized, necessitating the removal of the coach from the Shop into open storage where the bare metal roof quickly rusted. This will be given prompt attention by the Summer Shop force as soon as possible in order to rectify the unfortunate situation.

Liverpool streamlined double-decker 293 received attention from a tramway enthusiast from Liverpool who visited the museum for part of the summer. He primed much of the bare exterior wood trim and treated the leather seats to preserve them. After this was done he spurred a project to close in the back end of Central Barn where this car is presently in storage.

Our recently acquired Boston MBTA PCC cars were received in essentially good condition. However, they are intricate vehicles and periods of backlogged maintenance and dead storage resulted in a need for a large amount of mechanical repairs and component overhaul. All-electric car 3221 saw its master and back-up controllers rebuilt, as well as having other maintenance work done.

Picture window car 3274 had its motors cleaned and checked, field coil connectors repaired, and notching relays adjusted. Also done were repairs to the main motor resistance, cleaning and adjustments to the reverse relay, ABR and main switch group.

Ex-Dallas double-end car 3342 received the most work. On the mechanical side the gong assemblies were rebuilt, locking accelerator pedal and micro-

switch problems were corrected, the air brake governor was replaced, door engine interlocks were repaired as were all gauges and indicator lights. A positive battery isolation switch was also installed. The battery compartment was thoroughly scraped down, cleaned out and treated with rust preventor, and then painted. Inside the car the original cross seating was installed to replace the longitudinal seats along both sides of the car. The stanchions were rearranged and replaced to conform to the original seating arrangement and much time was spent installing numerous interior fittings and parts.

Unfortunately the heavy time requirements of the newly arrived PCC cars resulted in reduced activity on improvements to MBTA Type 3 Snow Plow 5154. However, all the end doors were reglazed, new door tracks for the side sliding doors were fabricated in a local metalworking shop and installed, along with the doors themselves. Side window sash were also reglazed as required, except for two which must also be repaired.

Chicago North Shore & Milwaukee interurban 420 had its roof completely repainted. Lehigh Valley Transit 1030, the Liberty Bell Limited parlor car, was partly equipped with new third rail shoes for authenticity, and the dump mechanism motor from MTA dump car 3608 was checked out and rebaked in our new ovens for future use on MTA dump car 3622.

## ACQUISITIONS — 1978

Again in 1978 the Museum acquired four vehicles. Three came from the MBTA in Boston, including picture window PCC car 3274, ex-Dallas double-end PCC car 3342 and Cambridge-Dorchester rapid transit line crane car 0551. Also newly arrived is Greater Portland Transit District GMC bus 504.

The 50 "picture window" PCC cars built by Pullman-Standard in 1951 for MTA represent the most modern refinement of PCC car body design, and these cars were fixtures on the Beacon Street and Riverside car lines since purchase.

MBTA 3342 was built by Pullman-Standard in 1945 as car 608 for the Dallas Railway & Terminal Company. When streetcar operations in Dallas ceased in 1956 the twenty-five PCC cars were stored until being purchased by MTA in 1958 and 1959. Car 3342 was operated on the Arborway-Huntington and Mattapan-Ashmont lines during its two decades of service in Boston.

Crane car 0551 was built in 1911 by the Industrial Works of Bay City, Michigan, and is quite similar to our other crane car, No. 3246, though not self-propelled. It has a 17-ton capacity, as opposed to the 10-ton capacity of car 3246. This car had been assigned to the Red Line subway since its acquisition, and had not been used in several years. The availability of a second crane car will greatly simplify many rigging projects in the Shop and elsewhere at the Museum.

Greater Portland Transit District GMC TDH 5103 model bus represents the largest version of the ubiquitous General Motors diesel bus that formed the mainstay of most bus fleets in the United States during the 1950's and 1960's. No. 504 was built in 1950 as No. 2819 for the Pacific Electric Railway and later combined into the Los Angeles Metropolitan Transit Authority fleet prior to purchase by Portland (Maine) Transit in the sixties.



Former Red Line Crane Car No. 0551 shortly after its arrival from MBTA's Cabot Maintenance Center. With greater lifting capacity than 3246 and equipped with MCB wheels, it should shortly prove its usefulness in the Shop and elsewhere. — Woolnough.

## OVERHEAD LINE DEPARTMENT

Two major events occurred for the Line Department during 1978. First was the acquisition of a large quantity of obsolete overhead hardware from Metro Transit in Seattle, Washington. The second was the return of Line Car No. 4 from the Massachusetts Bay Transportation Authority in Boston.

The acquisition of the overhead material came about after two years of correspondence with Metro Transit during which time the agency was completely renewing its trackless trolley wire and power distribution system. Some of the fittings rendered obsolete dated back to Seattle's original trackless trolley operation. The possibility of acquiring a vintage Twin Coach trolley bus seemed to simplify the shipment of the overhead material by placing it inside the vehicle. When the acquisition of the coach failed to materialize, another means of shipping the overhead parts, which consist of Westinghouse ears, hangers, curve segments, and electric trolley switches, had to be found. The distance between Seattle and Kennebunkport precluded the usual trip by museum volunteers in the Society's truck. To compound the situation, the requested items had already been taken down, and Metrol Transit was pressing for their immediate removal. Fortunately the brother and father-in-law of one of our members



are Seattle area residents. They kindly agreed to assist with the crating and shipping of the material. Total weight was 3½ tons in crates, boxes, and pallets, seven pieces in all. Some of the fittings will be added to our demonstration trackless trolley line, others are intended for exhibits, and the balance will be placed in stock.

Since the fall of 1975, when the MBTA requested for the second time the loan of a line car from our museum's collection, Car No. 4 had been used in the modification of the Green Line overhead system for pantograph power collection. The Authority's own line car was fully occupied with routine maintenance. When the subway and other portions of the system which are inaccessible by highway truck were completed, No. 4 was released from service, and subsequently returned to Maine in January, 1979. Equipped with the best tower and revolving platform in our Line car fleet, it has been badly missed.

The Overhead Line Department has been immortalized in a ceramic mural in the MBTA's Park Street Station. The work was commissioned as part of the complete facelift given the historic subway station during 1978. In creating her transit theme, artist Lily Ann Rosenberg utilized actual street railway paraphernalia. A number of historic overhead items were donated from the museum's hardware

collection, and are now embedded in the ceramic wall decoration. The discerning eye can easily recognize ears, hangers, frogs, and miscellaneous parts which once were in the air holding up trolley wire. The museum is proud to participate in this unique presentation of transit history!

New construction in 1978 consisted of the stringing of wire over the tracks in Fairview Yard up to the front of the carbarn. While the finishing touches remain to be done, the trolley wire and spans have been pulled tight, and the frogs are positioned properly to permit dewirement free operation.

General maintenance was performed on the main line catenary. Bent hangers were straightened, broken ones replaced, and slack spans pulled tight. The messenger wire itself was retensioned at the dead ends at the present end of track. This must be done periodically as the weight of the wire causes it to stretch and sag.

The knife switch controlling power supply to the main line north of "Syracuse" was removed, and a jumper wire installed on the section insulator. This temporary measure is in preparation for a new switch and heavier capacity feed wires to minimize the voltage drop on the outer portion of the main line. In conjunction with this, new feed taps and return cables will be installed at the power station in 1979.

## TRACK CONSTRUCTION AND MAINTENANCE

The major track project in 1978 consisted of the continuation of the upgrading of the lower tangent of the main line between Doherty Switch and a point 300 feet north of "Warwick". Preliminary work in the McKay Crossing area was carried out late in 1977. Initial steps of the program, including

removal of the old sand and gravel ballast and tie replacements and respacing, were carried out under traffic. The two strings of 85 lb. ASCE rail were assembled from material salvaged from the MBTA's abandoned Eliot Square yard in Cambridge. Several weekend evenings of intensive volunteer activity saw the old rails unspiked and barred from the ties. The new rails which had been

*Continued on page 18*

BELOW LEFT — Second Dallas car joins STM's collection and passenger fleet. Posed together are MBTA 3342, originally Dallas 608, and 434 acquired by the Museum directly from Dallas. The former was built by Pullman-Standard in Worcester, Mass. in 1945. The latter although built by American Car in St. Louis in 1914, owes its distinctive roof design to Stone & Webster Engineering Corp. of Boston. Cummings.



BELOW RIGHT — Philadelphia Suburban No. 62 heads inbound on the Catenary Tower section of the Main Line. Lane. Both photos attest to the excellence of the trackwork and ballast installed under the leadership of James Tebbets.





FORTY WESTMINSTER STREET  
PROVIDENCE, RHODE ISLAND 02903  
401-421-0501

June 8, 1979

To the Officers and Trustees of the  
New England Electric Railway Historical  
Society, Inc.

The accompanying balance sheet of the New England Electric Railway Historical Society, Inc. as of December 31, 1978 and the related statements of income, expenses and changes in fund balances and changes in financial position for the year then ended were not audited by us and, accordingly, we do not express an opinion on them.

*Price Waterhouse & Co.*

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

BALANCE SHEET

DECEMBER 31, 1978

UNAUDITED

<u>Assets</u>	<u>Current Unrestricted</u>	<u>Current Restricted</u>	<u>Plant Fund</u>	<u>Total</u>
Current assets:				
Cash	\$ 36,043	\$ 28,381	\$	\$ 64,424
Investments	228			228
Inventories	45,987			45,987
Other assets	<u>2,989</u>			<u>2,989</u>
Total current assets	85,247	28,381		113,628
Fixed assets - net			<u>286,378</u>	<u>286,378</u>
Total assets	<u>\$ 85,247</u>	<u>\$ 28,381</u>	<u>\$286,378</u>	<u>\$400,006</u>
 <u>Liabilities and Fund Balances</u>				
Current liabilities:				
Accounts payable and accrued expenses	\$ 12,880	\$	\$	\$ 12,880
Deferred income		<u>28,381</u>		<u>28,381</u>
Total current liabilities	<u>12,880</u>	<u>28,381</u>		<u>41,261</u>
Fund balances:				
Plant fund			286,378	286,378
Unrestricted	<u>72,367</u>			<u>72,367</u>
Total fund balances	<u>72,367</u>		<u>286,378</u>	<u>358,745</u>
Total liabilities and fund balances	<u>\$ 85,247</u>	<u>\$ 28,381</u>	<u>\$286,378</u>	<u>\$400,006</u>

The accompanying notes are an integral part of the unaudited financial statements.



NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.  
STATEMENT OF INCOME, EXPENSES AND CHANGES IN FUND BALANCES  
YEAR ENDED DECEMBER 31, 1978  
UNAUDITED

	<u>Current Unrestricted</u>
Support and revenue:	
Contributions and bequests	\$ 2,370
Ceta grant	
Membership dues	8,213
Admissions	78,227
Investment income	2,322
Miscellaneous	8,899
Revenue, auxiliary operation	<u>60,146</u>
Total support and revenue	<u>\$160,177</u>
Expenses:-	
Program expenses:	
Curatorial and exhibits	<u>43,879</u>
Support expenses:	
Membership	5,768
General and administrative	41,369
Fund raising	<u>7,556</u>
Total support expenses	<u>54,693</u>
Auxiliary operation	<u>59,439</u>
Total expenses	<u>158,011</u>
Excess (deficiency) of support and revenue over expenses	2,166
Transfers for property and equipment acquisitions	<u>(8,950)</u>
Deficiency of support and revenue over expenses after transfers for property and equipment acquisitions	(6,784)
Fund balance beginning of year	<u>79,151</u>
Fund balance end of year	<u>\$ 72,367</u>

The accompanying notes are an integral part of the unaudited financial statements.

<u>Current Restricted</u>	<u>Plant Fund</u>	<u>Total</u>
\$ 14,557	\$	\$ 16,927
7,498		7,498
		8,213
		78,227
		2,322
		8,899
		<u>60,146</u>
<u>22,055</u>		<u>182,232</u>
<u>13,047</u>	<u>12,714</u>	<u>69,640</u>
5,060	115	5,883
39	2,917	49,346
<u>5,099</u>	<u>3,032</u>	<u>7,595</u>
	<u>754</u>	<u>60,193</u>
<u>18,146</u>	<u>16,500</u>	<u>192,657</u>
3,909	(16,500)	(10,425)
<u>(3,909)</u>	<u>12,859</u>	
	(3,641)	(10,425)
	<u>290,019</u>	<u>369,170</u>
	<u>\$286,378</u>	<u>\$358,745</u>

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

STATEMENT OF CHANGES IN FINANCIAL POSITION

YEAR ENDED DECEMBER 31, 1978

UNAUDITED

Sources of working capital:-

Deficiency of support and revenue over expenses	\$ (10,425)
Depreciation	<u>16,500</u>
	6,075

Uses of working capital:

Acquisition of property and equipment	<u>12,859</u>
Decrease in working capital	<u>\$ (6,784)</u>

Changes in working capital, increase (decrease)

Cash	\$ 23,367
Inventories	(10,074)
Other assets	255
Accounts payable and accrued expenses	(7,153)
Deferred income	<u>(13,179)</u>
	<u>\$ (6,784)</u>

The accompanying notes are an integral part of the unaudited financial statements.



NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

NOTES TO UNAUDITED FINANCIAL STATEMENTS

DECEMBER 31, 1978

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES:-

The New England Electric Railway Historical Society, Inc. is a not-for-profit museum dedicated to the purposes of providing a source of information of a scientific and educational nature relating to the historical and mechanical use and development of electric street railways and to collect, preserve and maintain, for study and exhibition, electric street railway cars of the various periods and all types, forms and examples of electric street railway equipment; and to do all things necessary and properly pertaining to the accomplishment of the above mentioned purposes.

Basis of Accounting:

The Society follows the accrual basis of accounting in accordance with the principles of fund accounting.

Income Recognition:

Current restricted contributions for which the Society has not incurred expenditures subsequent to the date of the gift are recorded as deferred income in the Current Restricted Fund.

Functional Expenses:

Certain overhead and indirect costs are not allocated to the program service, membership and fund raising services and the auxiliary operation because the Society has not determined a formula for allocating these costs. All such costs are recorded as General and Administrative expenses.

Fixed Assets:

Purchased and donated operating fixed assets are recorded at cost and their fair market value at date of receipt, respectively and depreciated on a straight-line basis over their estimated useful lives ranging from ten to forty years. Donated and purchased collections or exhibits are not capitalized or depreciated.

Inventory:

Inventories are stated at the lower of cost or market, cost being determined on the first-in, first-out basis.

NOTE 2 - FIXED ASSETS:

A summary of fixed assets and the related accumulated depreciation at December 31, 1978 follows:

	<u>Cost</u>	<u>Accumulated Depreciation</u>	<u>Net</u>
Land	\$ 20,560	\$	\$ 20,560
Land improvements	21,704	4,803	16,901
Buildings and im- provements	164,901	25,306	139,595
Track and wire	88,653	17,577	71,076
Machinery and equipment	87,468	49,222	38,246
	<u>\$383,286</u>	<u>\$ 96,908</u>	<u>\$286,378</u>

NOTE 3 - CONTRIBUTED SERVICES:

A substantial number of unpaid volunteers have made significant contributions of their time to develop the Museum's Curatorial and Exhibits program, as well as its Membership, Administrative and Fund Raising Services. The value of this contributed time is not reflected in these statements since it is not susceptible to objective measurement or valuation.

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

**BOARD OF TRUSTEES\***

Richard A. Berenson	Peter Folger
Henry B. Brainerd	John H. Gannet
Patrick Butler, Jr.	Michael C. Lennon
Francis J. Cheney	Tolbert M. McKay
Bradley H. Clarke	Foster M. Palmer
Daniel R. Cohen	Frederick J. Perry
John Coughlin	George M. Sanborn
O. R. Cummings	Theodore F. Santarelli de Brasch
Hon. Kenneth M. Curtis	James D. Schantz
Ralph L. Day	Jeffrey N. Sisson
Arthur G. Duncan	Merritt H. Taylor, Jr.
	Paul F. White

**SENIOR TRUSTEES**

Edward J. Barry	Clayton D. Sargent
Edward Dana	

**CORPORATE OFFICERS\***

Chairman of the Board	O. R. Cummings
Vice Chairman of the Board & Executive Vice President	Henry B. Brainerd
President	Theodore F. Santarelli de Brasch
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
Secretary & Ass't. Treasurer	Cecilia B. Clapp
Membership Secretary	Joseph B. Doherty
General Counsel & Clerk of Corporation	Wayne T. Adams

**HONORARY OFFICERS**

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

\*UP TO ANNUAL MEETING

**CORPORATE AFFILIATIONS**

American Association of Museums  
 Association of Railway Museums, Inc.  
 Kennebunk-Kennebunkport Chamber of Commerce  
 Maine League of Historical Societies and Museums  
 New England Museum Association, AAM  
 State of Maine Publicity Bureau  
 The National Trust for Historical Preservation  
 Tourist Railway Association, Inc.

---

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

**ADMINISTRATIVE OFFICERS\***

*Museum Director & General Manager* . . . . Richard T. Lane, Jr.  
*Ass't. General Manager* . . . . . Peter Folger  
*Ass't. General Manager* . . . . . Michael C. Lennon  
*Gift Shop Manager* . . . . . Laurel B. Folger  
*Gift Shop Summer Sales Manager* . . . . . Mary L. Perkins  
*Supt. of Passenger Operations* . . . . . Richard B. Perkins, Sr.  
*Ass't. Supt. of Passenger Operations* . . . . . William C. Brice  
*Ass't. Supt. of Passenger Operations* . . . . . Foster C. Leavitt, Sr.  
*Director of Exhibits & Displays* . . . . . George E. Burdick  
*Director of Public Relations* . . . . . C. Murray Cott  
*Electrical Engineer* . . . . . Thomas M. Brigham  
*Ass't. Electrical Engineer* . . . . . Jeffrey N. Sisson  
*Supt. of Car Restoration*  
*and Maintenance* . . . . . Donald G. Curry  
*Supt. of Property Maintenance* . . . . . Jack R. Murray  
*Supt. of Overhead Construction*  
*and Maintenance* . . . . . Paul F. White  
*Supt. of Communications & Signals* . . . . . Lyman B. Nurter  
*Section Foreman* . . . . . M. Dwight Winkley  
*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* . . . . . Charles Woolnough  
*Statistician* . . . . . Louis J. Petrillo

\*UP TO ANNUAL MEETING

---

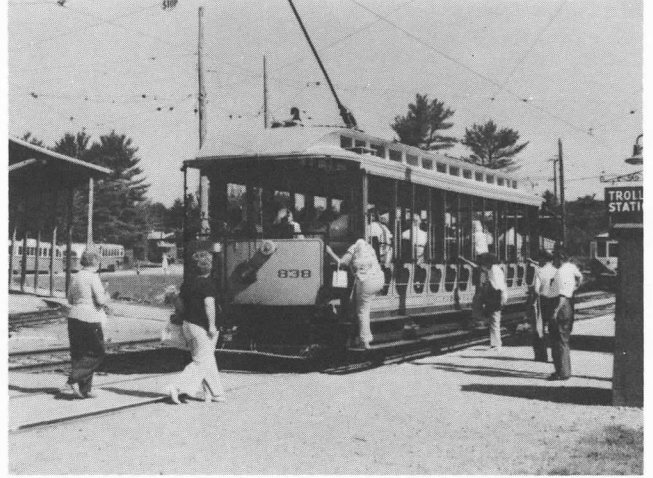
## TRACK CONSTRUCTION AND MAINTENANCE

*Continued from page 10*

made up in the gauge of the track were then barred into place and spiked. Sufficient crushed rock was spread to raise the track to the proper grade and provide a stable surface. Some additional ballast is required to complete this portion of the main line rehabilitation.

A restraining rail was made up and spiked in place through the Riverside Curve as the finishing touch of the regrading and realignment project which was carried out in 1977.

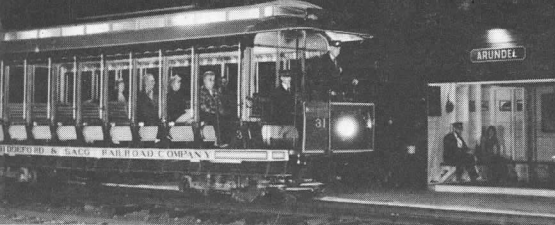
Spot tie replacements in the South Boston and South Riverside turnouts were required to correct wide gauge problems. The original ties used in these locations were acquired second hand, and had deteriorated to the point where they would no longer hold spikes. Since 1976 tie replacements in the main line and in heavily used yard and secondary tracks have been done with new ties. Good quality used ties from nearby railroads are no longer available. Our program of upgrading existing trackage with improved drainage and rock ballast insures a longer tie life, and thus justifies the initial outlay for new, pressure treated, hardwood ties.



Passengers rush to board Connecticut Co. open car No. 838 for a ride on Seashore's main line. — Cummings.







**ARROW SHIRTS**  
 WITH STARCHED  
 CUFFS are proper  
 and distinctly  
 refined \$1.50

