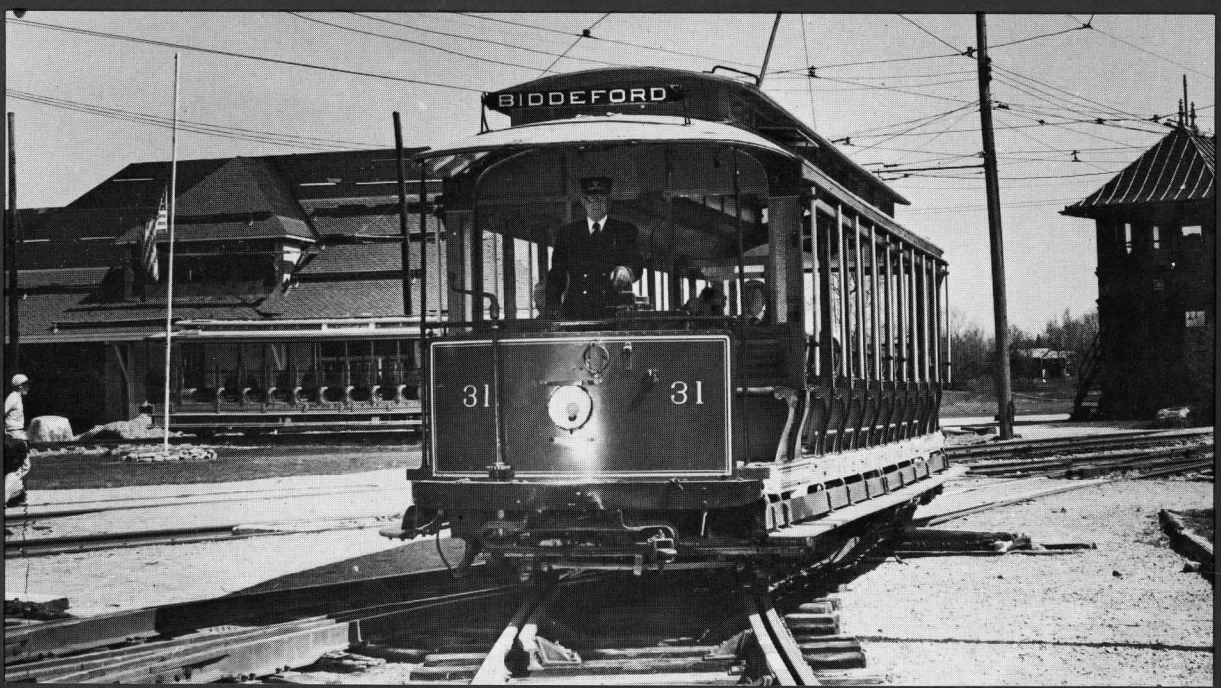


"The Museum of Mass Transit"



NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

OWNER AND OPERATOR OF THE SEASHORE TROLLEY MUSEUM

Kennebunkport, Maine



A closeup study of the Visitors Center, still in prime coat, reveals the detail of the paneling of the lower wall and of the roof braces salvaged from the old Boston & Maine Railroad's depot at Marblehead, Mass. Inspiration for the general outline of the building came from Canadian Pacific designs while much of the detail was copied from nearby Tower "C". Wooden poles with back guys are currently being replaced with more formal looking steel poles set in concrete with ornamental bracket arms and caps. — Woolnough —



Looking south toward the loop and the new building that dwarfs cars alongside, this view epitomizes three generations of accomplishment at the Museum. First the basic track layout including the loop, then the embellishment of it with stone ballasting and the complete rebuilding of the old "rip" track along with the all important landscaping of the entire area, and finally in one year's time the imposing new Visitors Center in the form of a traditional railroad station that has completely changed the scene. Although passengers now board in the new area part way around the loop, disembarking is still done at Arundel Station where they may board the shuttle, here, as typically, the Dallas Stone & Webster car #434. — Woolnough —

COVER PHOTOS

The new Visitors Center looms large in background in these two photographs. The upper view, taken before roof was finished, features museum's first car, Biddeford & Saco open car #31 with former B. & S. motorman, Foster Leavitt at controls. Connecticut Company open #1391, pulled up to the station platform, appears dwarfed by the huge building. Tower "C" at right provided, in part, the inspiration for the design of the new structure that constitutes one of the major goals of the Development Program and provides the long missing "bridge" between the museum and the public.

The lower view shows exterior construction work and painting basically complete and, in this case the museum's other two operating open cars posed at the platform along with Boston Elevated Railway Type 5 Semi #5821, just out of the shop, after its comprehensive two year overhaul. Up to four different cars are set out daily for carrying the public and await their turn on that part of the loop approaching the platform. — Photos by Woolnough

REPORT OF THE PRESIDENT

The year 1980 saw your Society and its museum arrive at a new threshold. This threshold is embodied in the Development Program whose first tangible step was the breaking of ground in July 1979 for the new Visitors Center. Construction of the building itself got under way in January 1980 at a time when the outlook for tourism in the coming summer was uncertain. By the first weekend of August, confidence had been restored as visitor attendance rebounded to near the level of 1978 after the sharp drop in 1979. The move of the gift shop and ticketing facility into the new Visitors Center realized the dream long held by many of combining the visitor reception and museum store functions under one roof. The handsome lines of the traditionally styled building are a source of pride and accomplishment for all who have so loyally supported the museum's ongoing development.

The second step was the preparation for the half mile extension to the main line made possible by the generous donation of \$10,000 by an individual member. This seed money sparked a "Buy-A-Tie" campaign which has since made possible the purchase of nearly 500 new and used ties. As good quality used rail becomes available, track construction will proceed in 1981.

Even in the face of a tightening national economy, the officers and trustees remain dedicated to the idea that in order to become more self supporting, the museum must broaden the base of its public support. This requires the improvements to the physical plant and operations set forth in the Development Program.

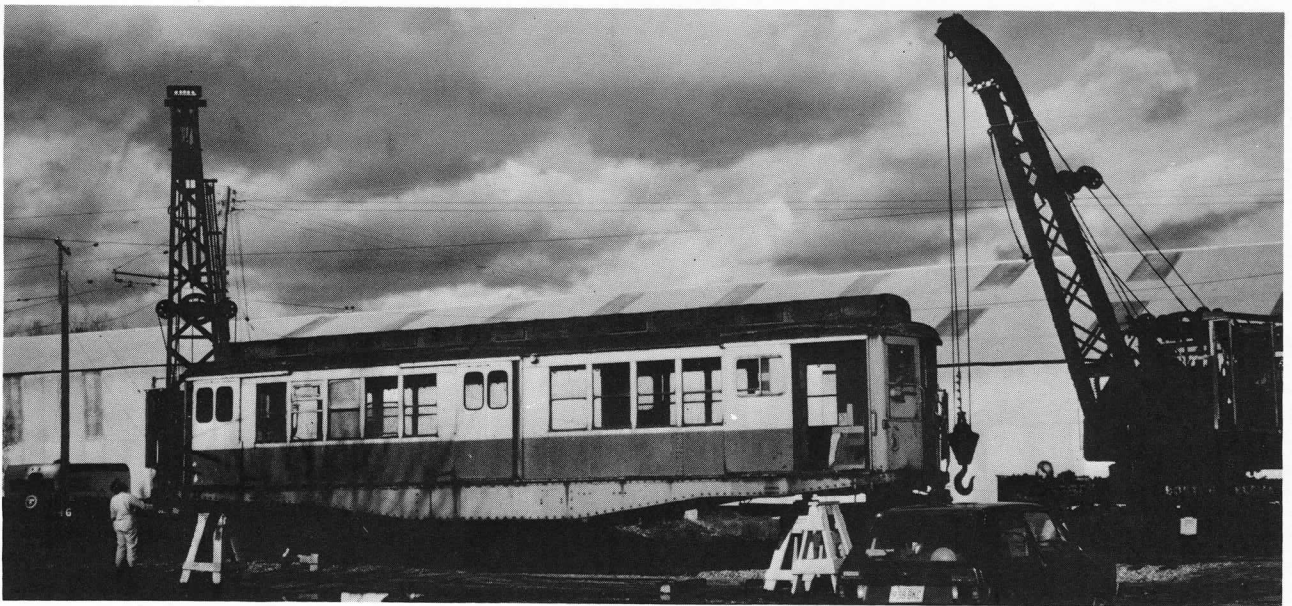
The output of Town House Shop culminated in 1980 with the completed restoration of Boston Type Five Car No. 5821. After nearly two years of work involving nearly every type of structural, mechanical and electrical detail, the final product marks a new level of accomplishment for the museum's restoration program. After several years of careful, patient work on truck and motor overhaul, we were able to field for the first time in 1980 all four of our operable open cars, Biddeford &

Saco No. 31 and the three Connecticut cars, 303, 838, and 1391.

The preservation and restoration of our worldwide collection of vehicles will always occupy a top priority. Each year we gratefully acknowledge the hard work by the paid shop force and volunteers alike who share the desire to learn the skills necessary to preserve our historic cars for future generations. Likewise we acknowledge the financial support by individual members whose sponsorship of specific restoration projects has made possible the year round operation of the car shop.

Fund raising efforts from foundations and governmental agencies was less successful in 1980 and 1979. A small grant of \$1,500 for the library program was received from the Maine State Commission on the Arts and the Humanities. Applications to the Institute of Museum Services for a second year's grant and to the Kresge Foundation for the Visitors Center construction were unsuccessful.

The past decade has seen the Society and its museum emerge from the status of a volunteer hobby club to an accredited institution dedicated to historic preservation. This continuing growth places ever increasing demands on the organization. External demands such as audited financial statements to qualify for major funding and to meet new state and federal legal requirements, compulsory workers compensation insurance and public liability insurance create additional paperwork and require full time administrative staff and increased expenditures. The internal demands center on maintaining a growing physical plant much of which was built from second hand materials. This can be both time consuming and expensive. The achievements of the past decade would not be possible without the hard work and dedicated perseverance of many members. We must continue to forge ahead, always learning from past experience, both successes and failures. The Society is still looked to as the pioneer in the field of electric railway preservation.



Two acquisitions of the past assist in the unloading and re-trucking of 1980's principal addition to the roster. MBTA 01000 was the last of the pre-P.C.C. elevated cars built to run with the older cars. It was one of a 100 cars ordered in 1928 by the Boston El to permit withdrawal of all remaining wooden rapid transit cars from service. Only the one motor truck was salvaged from each of the old cars. The crane car at the left is former surface lines #3246 and at the right, and more recently acquired by the Museum, Cambridge Tunnel (Red Line) #0551.

— D. Cohen —

AUXILIARY OPERATIONS

The museum store operation was greatly enhanced by the relocation of the gift shop to the new Visitors Center in early August. The beautifully finished control counter which includes display cases and spaces for two cash registers also serves as the ticketing facility. During light traffic periods it is possible to staff the Visitors Center with one person.

The open studding and overhead joists in the yet to be finished interior have been transformed into a display area for a portion of the museum's collection of street, interurban, and rapid transit railway station signs. The display tables and racks were augmented by two refurbished Railway Express package carts.

With the issue of the 1980-81 mail order catalog and book list, a number of slow-moving titles were placed on a special discount list. These included subjects on "steam" railroads of the South and Far West, which have proved to be of little appeal to the membership and public who are geographically oriented to the Northeast and Midwest. Present policy provides for maintaining current and new titles on most electric traction subjects worldwide and the Northeast and Midwest railroad scene.

Under the management of a new concessionaire, the on site food service further established itself as both a convenience and a necessity. A new traffic flow pattern was initiated with the addition of North Shore coach Car No. 420 to serve as a waiting area for patrons to place their orders and pay before proceeding through the gangway into Dining Car No. 415. Several improvements to the kitchen facilities were ordered by the state health inspector during 1980: installation of a smoke hood and grease trap over the grill which connect with the existing ventilation system, new linoleum covering for the floor, and a soakaway pit for the gray water from the sink.

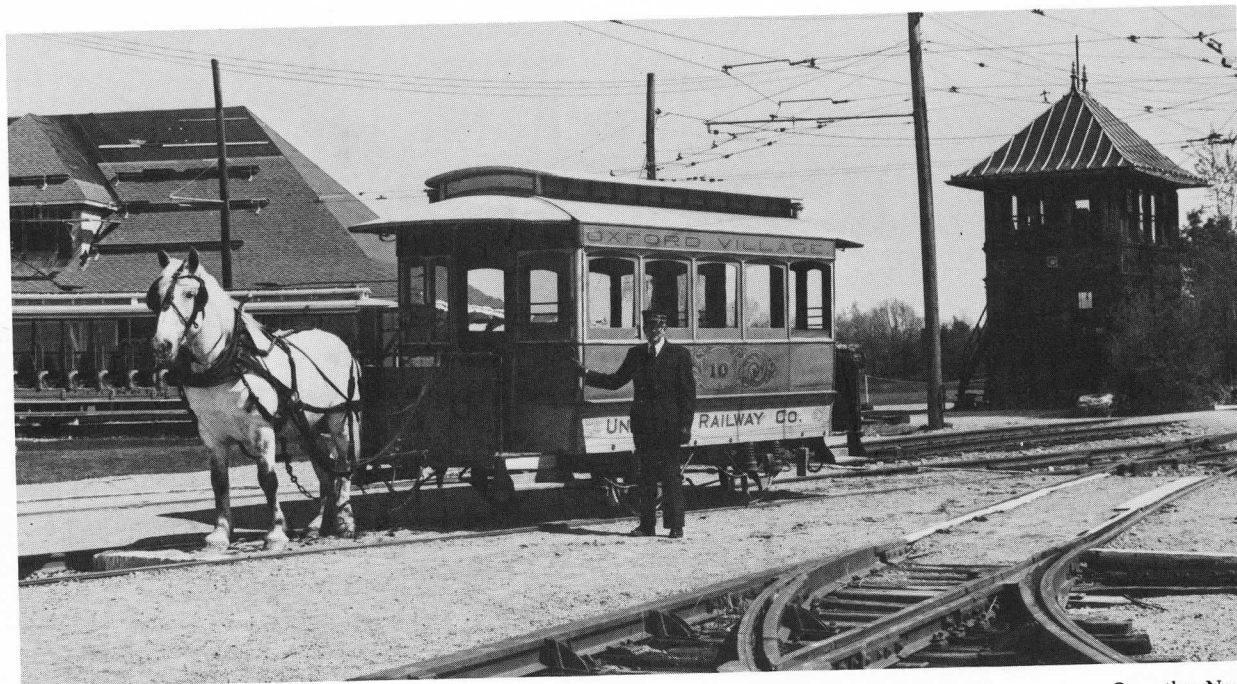
DEVELOPMENT PROGRAM

The major accomplishment of the Development Program during 1979 was the completion of the basic structure of the Visitors Center. The visual effect of the Building's exterior has produced many favorable comments from visitors and Society members alike. Architecturally, the building combines features of a traditional country railroad depot with the late Victorian styling of the Boston Elevated Railway's original station structures. The impact of the building's mass (scaled up one and one half times from the original dimensions) is reduced by the subdued colors chosen for the exterior: moss green stain on the clapboards and dark brown on the trim and wainscoting. A bit of history is included in the construction in the form of ten oak roof braces salvaged years ago from the Boston and Maine Railroad's Marblehead (Mass.) station.

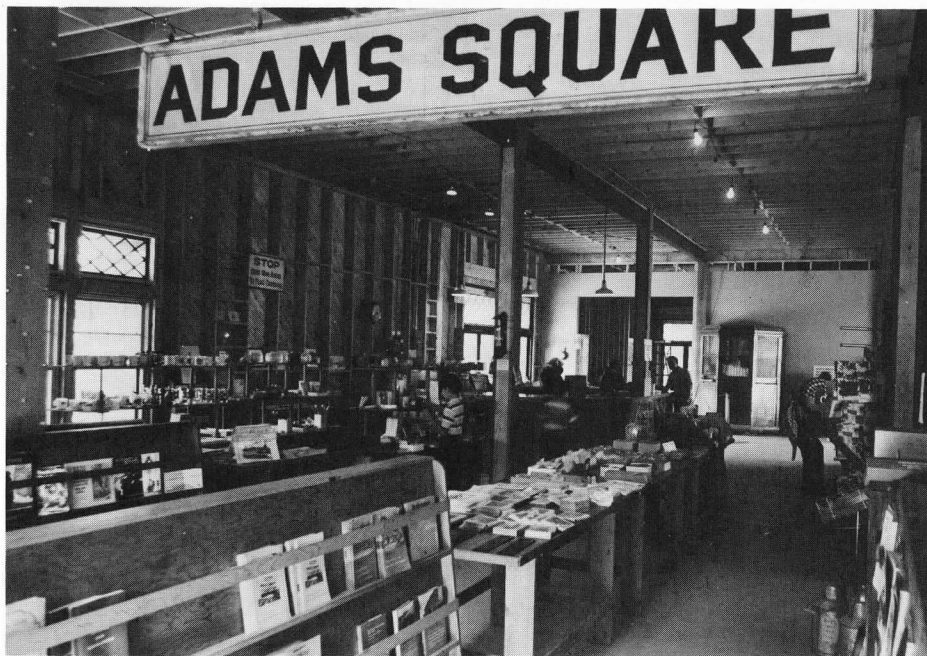
On the weekend of August 2 and 3, the gift shop and ticketing facility were moved into the new building. Gravel walkways and platform surfaces completed the preparations for the new visitor traffic flow. The gift shop area and entrance hallway are a free zone. In order to view the displays inside the orientation room or board the cars at the new platform on the loop, the visitors must pass the ticket counter and pay their admission.

Even though the interior of the building is far from finished, the Visitors Center is already serving its intended purpose: a clearly visible point of entry for the public, large more efficient space for the gift shop, improved ticketing control, and space for display of photographs and small artifacts.

The next phase of the Visitors Center project will include the installation of restrooms. In addition to the plumbing fixtures, there must be a new well and storage system for water supply, and a septic system for sewerage disposal. Current estimates for the entire



Appropriately enough on "Old Timers" Day Union Street Railway horsecar #10 finally moved under "its" own power. Our other New Bedford car, #34, pictured later in the report, joined it on the same day. — Woolnough —



By midsummer the Gift Shop was able to move to its new quarters in the Visitors Center. Principal convenience to the public is direct access to this area without entering museum proper.

— Woolnough —

PHASE II — DEVELOPMENT PROGRAM — MAIN LINE EXTENSION

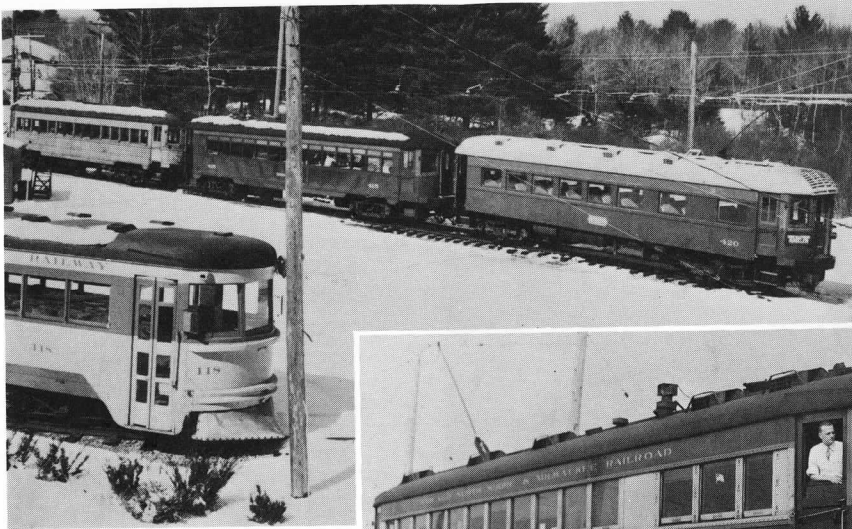
Three progressive views of the grading are shown: uppermost as the right of way now appears North of Tower 8 in section where CMP pole line has been moved over. The middle photo shows the curve where our right of way veers away from the 33KV power line as it heads toward the "Summit". The lower view shows the clearing in progress on the tangent approaching the "Summit" with the Poclairn back-hoe on the job. As work progresses a most impressive road bed and complex drainage system is emerging. — Woolnough —

restroom complex is \$35,000. Other details for which funding is also being sought are an energy efficient, central heating system, complete electric service, interior finishes for both the first and second floors, roof gutters and underground drainage, paved exterior walking surfaces, exterior lighting and landscaping, and finally an elevator to comply with Section 504 of the Rehabilitation Act of 1973 that requires access for the handicapped.

The main line extension was the other phase of the Development Program which was set in motion during 1980. The generous donation of \$10,000 by an individual member permitted the initial earthwork to prepare the Atlantic Shore Line roadbed for track construction. A "Buy-A-Tie" campaign was launched during the summer among the membership. The response has been gratifying. Nearly five hundred new and used ties were purchased in the early months of 1981 from the proceeds. The unspent balance of the \$10,000 donation will be applied toward purchase and transportation of good quality used rail for which sources are being pursued.

At year's end, the total pledged to all phases of the Development Program was \$110,578, most of it from the membership. Of this amount, \$83,947 has been received and utilized for Visitors Center construction and the main line extension. The stepped up effort to bring in new major funding has thus far met with little success. This is due primarily to the unstable economic climate which puts a damper on large individual and corporate donations.





In readiness for the Interurban Day operation at the Museum funded by the Institute of Museum Services is the three car Chicago, North Shore and Milwaukee train made up of, from left to right, 755 Silverliner, 415 Diner and 420 Coach (ex Parlor-Observation). In lower left of photo is Crandic (ex C. & L. E.) Hi-Speed 118. — Woolnough —

A much earlier and contrasting view of North Shore Line 755 taken in the forties on the Shore Line before its conversion to Silverliner shows it in its more conventional appearance with its original roof ventilators, smoke stack and front end destination signs, before skirting was applied and with the then standard paint scheme of Green with Gray and Red Trim. Posing at the controls is George Krambles, then an Engineer in the Chicago Rapid Transit, later until retirement last year General Manager of the CTA and currently heading up the new San Diego Light Rail operation. — Chas. A. Brown —

GENERAL ADMINISTRATION

For the first time in 1980 members were asked to document their donated services. A weekly time sheet was made up and duplicated which provides for the number of hours worked each day and a brief description of the work performed. These are turned into the office where a dollar value is assigned based on the type of work involved to determine what it would cost to hire the work out. Price Waterhouse & Co., independent accountants, incorporated the \$80,000 worth of donated services recorded by only 69 members into the audited financial statements for 1980. This should improve the museum's eligibility for matching fund grants. This represents a good showing for the first year, and the museum administration deeply appreciates the extra effort of the 69 members who took the time to make out their time sheets. It is hoped that more of the 175 to 200 active members will follow suit in 1981.

Richard W. Shepherd of Dover, New Hampshire was named membership secretary to succeed Joseph B. Doherty who resigned the post he had held for 15 years in August due to failing health. Doherty succumbed to cancer of the throat in February 1981.

A successful May Day Concert was held Sunday, May 4, sponsored by The School Around Us as a fund raiser. Approximately 1500 people rode the cars to and from the concert meadow. In August, the Historical Committee of Central Maine Power Company held a meeting in the new Visitors Center and were served luncheon in the orientation room. On Saturday, September 20, the museum was the destination of an outing of the Diamond Anniversary of the Glidden Tour. This brought over 350 antique automobiles and trucks and nearly 700 people to the property. Earlier in the same month, the museum hosted the annual meeting of the Maine League of Historical Societies and Museums. On October 25, the Maine Citizens for Historic Preservation held a morning business session at the Brick Store Museum in

Kennebunk, and then adjourned to the Seashore Trolley Museum for lunch aboard the North Shore dining car and interurban train. The museum welcomes such opportunities to make its facilities available and to share its collections and programs.

The decision by the Trustees in March to raise the individual admission prices to \$3.00 for adults and \$1.50 for children maintaining proportionate discounts for groups helped to increase the income from this source. Total attendance for the year was 38,973, a 16 per cent increase over 1979 and 12 per cent decrease compared with 1978. Income from admissions was \$84,657 up 46 per cent over 1979 and up 7 per cent compared with 1978.

One of the four White tower trucks acquired from the MBTA several years ago was sold back to the Authority which wanted to adapt the hydraulic mechanism for a newer chassis. At least two of the other three vehicles may also be returned for same purpose.

The museum joined with three other Maine institutions to form the Maine Coastal Museum Alliance. Each of the four museums, including the Children's Museum of Portland, Maine, Maritime Museum at Bath, and the Owls Head Transportation Museum at Owls Head, feature educational, hands-on experiences for the visitors and the opportunity to see and hear things run. A special admission arrangement entitled anyone paying full admission price at one museum to half price at any of the other three. Members of each museum benefitted similarly. Promotion of each museum's activities and special programs by the others was also included in the experiment. During the 1980 season, the Seashore Trolley Museum's ticket sellers recorded a total of 343 half price admissions from the Alliance. Even though the numbers are small in relation to total visitor attendance, the program will be repeated in 1981 with a fifth museum joining the Alliance: the Gulf of Maine Aquarium at Portland.

PUBLIC RELATIONS

Promotion of the museum and its programs to increase support from the public at large as well as potential major contributors is as important as the curatorial programs themselves. Without the continuing effort of many public relations oriented volunteers, the ongoing development of the museum's programs could not be accomplished.

In 1980 distribution of the museum's leaflet was expanded in eastern Massachusetts, Rhode Island, and southern New Hampshire. Supermarket Communication Systems, Inc. of Westport, Connecticut was engaged to distribute 60,000 leaflets in this prime market area. This experimental program was aimed at individuals and families living within a single tankful of fuel or an easy day's drive from Kennebunkport. The response to the questionnaire given out during the season to every 20th visitor indicated a marked increase in the number of visitors who first heard of the museum through the leaflet. The program will be repeated and expanded in 1981.

Public service television and radio announcements are the other major form of outreach. In 1980, the ten, twenty, thirty, and sixty second spots were aired by a total of 25 television stations including some as far away as Philadelphia.

Individual volunteer members have continued their efforts in promoting the museum in their home areas. Some have put on slide shows for local organizations, others have solicited group tours among service clubs and senior citizen associations. Several members who are involved with the Boy Scouts of America have brought groups to the museum property for a weekend of camping, useful work, and instruction in electric railway technology.

The Society is continually grateful for the combined totals of talents, dedication, and the individual members whose efforts have produced an increasingly effective public relations program.

INSTITUTE OF MUSEUM SERVICES GRANT

The bulk of the \$25,000 grant awarded in September 1979 by the Institute of Museum Services was utilized between January and August 1980. The funds thus provided made possible a beginning in appraising the nature and extent of the preservation and conservation efforts required to bring the care of the collections up to acceptable standards. The museum's availability to the public was extended by doubling the number of days open.

Two consultants from the Smithsonian Institution were engaged and spent a total of five days at the museum property. They acknowledged the museum's well developed procedures of restoration and maintenance. Their primary concern was the preservation and stabilization of vehicles and other artifacts to prevent further deterioration until actual restoration can commence. Tarpaulins were purchased and placed over eight cars which are stored in the more exposed locations. The land around Highwood and Central Barns was cleared of all trees to remove an acute fire hazard and the ground was partially graded to provide improved drainage.

The archivist of the Merrimack Valley Textile Museum in North Andover, Massachusetts, spent a day evaluating the condition of the books, photographs, and other paper materials in the museum's library collection. Her recommendations led to the application which produced the library grant from the State of Maine.

In addition to opening the museum for a single complete tour each day at 1:00 PM, the IMS grant funded the staging of four, one day, demonstration programs on Sundays during the late winter and early spring. Featured were snow fighting equipment, interurban cars, city trolley cars, and old time trolleys. The final program included the horsecar drawn by a horse.

Despite the unsuccessful application for a second year's grant from the IMS, the momentum established earlier in the year was continued through December with three more one day demonstrations and the single tour daily through mid November. The museum's application for a 1981-82 grant from the IMS was one of 1500 now pending. The entire Institute of Museum Services program may be abolished completely by 1982 if the Federal administration's present budget proposals are adopted by Congress.



Some 42 years after its motors were flooded by salt water in the 1938 Hurricane, Union St. Ry. #34 is once again operational at least on one motor. Outshopped by Fiegel in 1873 as a horsecar with the Museum's only example of a Bombay roof, it was electrified at the turn of the century and converted to Railway Post Office service for the New Bedford-Onset run.
— Woolnough —

CURATORIAL ACTIVITIES

A highlight of the year's curatorial accomplishments was the entry on the National Register of Historic Places of all ten of the Maine cars in the museum's collection. These cars are now eligible for matching funds when restoration is undertaken.

The museum's curatorial programs can be divided into four areas: exhibition and demonstration by operation of the rolling stock collection, interpretation of the exhibits and demonstrations by various educational techniques, restoration and maintenance of the vehicles, and, the establishment of a library in which to assemble, catalog, and arrange the books, plans, drawings, photographs, and other paper material entrusted to the museum.

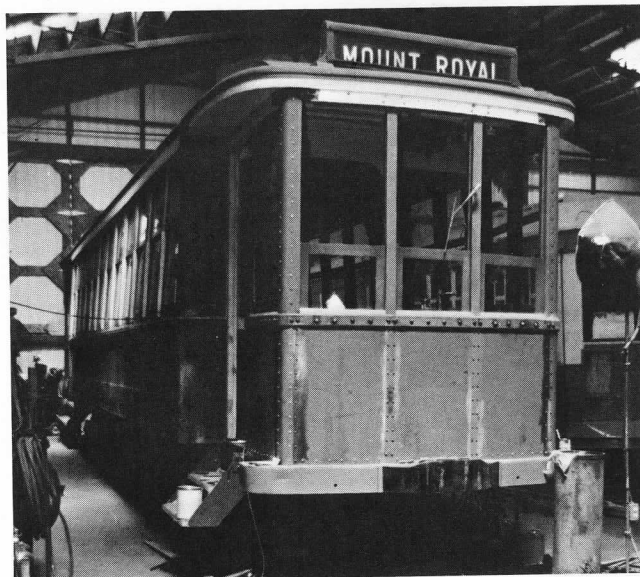
The traditional trolley ride procedure was modified when the new ticketing facility in the Visitors Center was placed in service. Two, three, and on some days, four cars representing a variety of types are now

operated in rotation using the loop loading area next to the Visitors Center.

Highwood and Riverside Barns continue to serve as the covered display locations for 25 cars. The narrated slide show was revised and serves as a primary interpretive tool in acquainting the public with the history of electric railways and mass transit as well as the future of electrically powered rail transportation. During 1980, 88 members donated their services to staff the car operation and exhibits.

Each year the museum increases the return on its investment in the Town House Shop restoration and maintenance facility. With efforts of the small paid shop force plus a larger number of volunteers and the necessary funding to continue three men right through the winter, the output in terms of serviceable cars increased dramatically.

In 1980, the paid shop force numbered up to ten people. They were assisted by volunteers in accomplishing: Installation of the rewind armature in Connecticut Open Car No. 303, renewal of the roof canvas and trolley boards on P&WCT No. 62, inspection and maintenance of ten passenger and work cars, three of which required turning and undercutting the compressor armatures. Boston Type Five 5821 emerged in early August, its restoration completed after nearly two years of work. The new pinion gears, machined and donated by General Electric, were placed on the motors of Denver & South Platte Birney Car No. 1. The car was then test run under its own power for the first time in over 20 years. One end received structural rebuilding. Depending on the availability of funds to cover labor costs, this car may be completed in 1981. The third major restoration project, Montreal No. 957, which is being funded by an individual member, continued on into the winter. The front platform was reassembled, new steps attached, new interior headlining panels installed, and a new hard pine floor with maple strips laid following repairs to the steel underframe. During 1981 most of the interior details, including rebuilt and reupholstered seats should be installed. Work was begun on a fourth restoration project, which is being sponsored by one member with additional support from several others. Former Toronto Sweeper S-31 will reappear as Eastern Mass. St. Ry. P-601, its original number, with new matchboard sheathing and recaned brooms.



With Montreal Tramways No. 957's front vestibule now completely rebuilt, three years' of intensive body and mechanical work is nearing an end. The interior has also gone back together again quite rapidly, with beautifully refinished trim, new headlining and flooring. Attention in the final countdown can now be focused on re-equipping 957 with seats and the final repainting and lettering. Built in the "Golden" era of street railways when bigger and heavier spelled better, it will certainly be one of the "crown jewels" of the Montreal collection and the Seashore Trolley Museum's as well. — Woolnough —

The paid shop crew was assisted by 67 volunteers who in addition to helping with the projects described above worked on the following vehicles.

Heading the list of volunteer car restoration projects is Boston 475, the 26' 6" foot box car which has been a year round effort for a group of Boston based members. The car was moved in January 1979 to Watertown Carhouse where restoration commenced. In May 1980 it was run to Lotus Place Carhouse at the Arborway where work continued. It has since been returned to Watertown. One end was rebuilt from the frame up, and the other end was in process at year's end. The roof mounted sign boxes have been extensively repaired and the clerestory sash removed and stripped for refinishing. The trucks, motors, compressor and controllers have all been disassembled, cleaned, and repaired where necessary.



Almost complete after Townhouse Shops' most extensive overhaul, Boston Elevated Railway No. 5 "Semi" 5821 is shown about to enter revenue service. Despite much hard work over the years by volunteers to restore the car inside and out, the many winters of operation with heavily salted streets had all but destroyed the structural integrity of the carbody, calling for the almost complete rebuilding of the steelwork of much of the lower part of the car. — Woolnough —

Also in Boston, Type Five 5734 has received maintenance and periodic cleaning by museum volunteers. Special appreciation is acknowledged for the excellent cooperation by MBTA personnel at all levels in connection with both of these cars.

Cambridge Subway Crane 0551 received an additional bank of resistors for the crane motor control. The train line brake system was made serviceable. New weather curtains for the cab have been made and will be applied in 1981.

Restoration work on the interior of Chicago Surface Lines No. 225 continued with the repainting of the headlining that had been stripped the year before and reinstallation of some of the refinished trim and moulding associated with it.

With the return of its sponsor, the restoration of Wheeling curbside car No. 39 forged ahead. Side sheets and belt rail for the second (east) side of the car were riveted together with Cor Ten steel previously purchased, sheared and formed. Because of the necessity of fabricating and installing a new underframe member at the bulkhead on the north end of the car body before putting the second side in place, the sub-assembly work had to be carried out alongside the car. This in turn necessitated detrucking the car and moving the body sidewise to provide sufficient room between it and the wall. As only an estimated ten percent of the original car will find its way into the restored No. 39, great caution must be taken to preserve original sections as patterns, until replacements are made.

ACF Brill No. 31, donated several years ago by the Biddeford & Saco Bus Lines, received exterior body restoration which included several new steel panels, a complete sandblast, and repainting in the original blue and cream livery. Final lettering and striping along with some mechanical work remain to be done before the vehicle is fully operational.

Originally begun with funds from the Institute of Museum Services grant program, the cosmetic restoration of Milwaukee 861 has continued on into the fall and winter. The roof was stripped of all the gear and old

canvas and then the portions which had flattened out under the weight of the trolley bases were pulled back into shape. This was accomplished by using threaded rod and turnbuckles attached to the steel letterboard. A new roof canvas was then applied and painted. The trolley boards and some of wiring have since been replaced. It is intended to thoroughly clean the interior of this car, replace the headlining panels, perform the necessary mechanical and electrical maintenance to return this distinctive car to the revenue fleet.

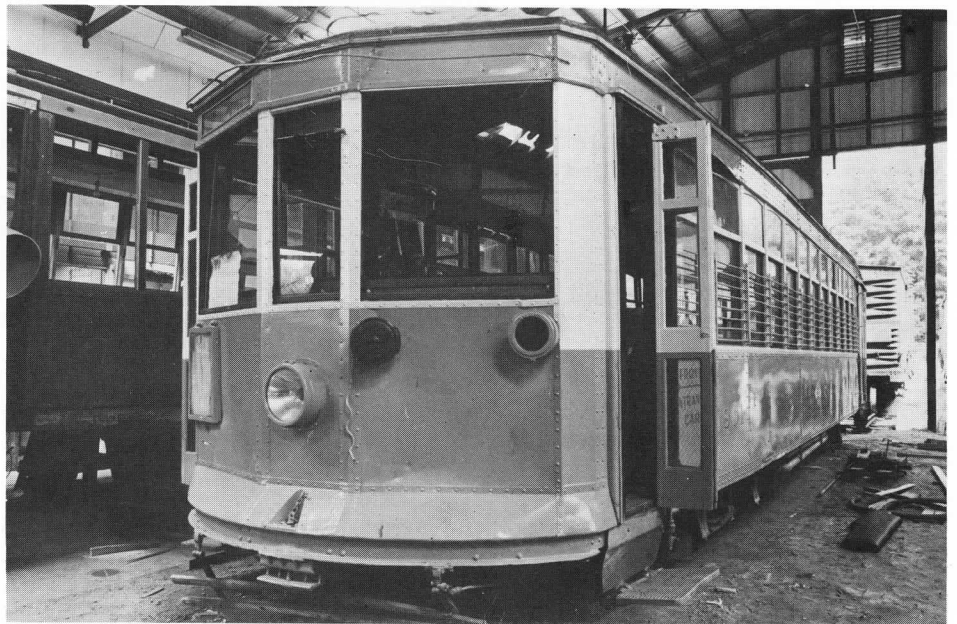
In the track department, the reconstruction of the South Riverside turnout progressed to the point where it could be placed in limited service. Further refinements and final surfacing are required to complete the project. The curve in the Butler Grove lead track between the Highwood and Central turnouts was stabilized with several new ties and surfaced with crushed rock ballast. Further work on upgrading the main line track involved cropping the torch cut ends off rails in the upper tangent. The gaps were closed and the joints rebolted to create a smoother riding track. This project was accomplished on two occasions by volunteers. The donation in December of a 15-ton Burro crane by the Norfolk Electric Company of Boston will facilitate the building of the main line extension beyond the end of catenary. The machine was actually delivered to the property in early January 1981.

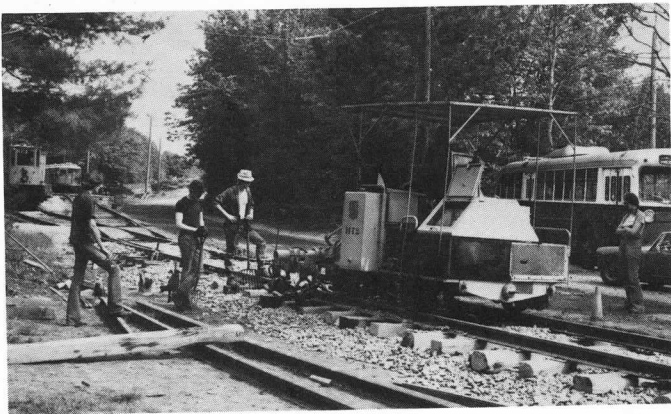
The overhead wire work was revised in the area of the South Riverside turnout to conform with the new track work. Routine maintenance and repairs were performed over the rest of the system.

In other curatorial developments, the second copperclad collector's booth from Sullivan Square Terminal was turned over to the Museum of Transportation of Boston through an inter-museum loan. The administrators of the Lowell National Historic Site in Massachusetts decided that they must hold title to any electric cars used on their projected railway. This precludes the loan of any cars from the museum's collection. New cars based on traditional design will ultimately be built for Lowell, and the museum might be involved either as consultant or possibly as builder. A

Milwaukee lightweight 861 is now well on the road back to operational status. What started as "First Aid", then progressed to a cosmetic exterior paint job, and finally, through an I.M.S. grant, turned into a real drive to put 861 back into first rate condition again with the tackling of the long needed repairs to its sagging roof. With this work now done and the roof covered with new canvas and repainted in pre-World War II tan, all that remains to be done before making it available for revenue service again is the installation of new headlining and a thorough cleanup and retouching of interior paint. Much of the roof damage can be traced to the wartime expedient of painting roofs in black asphalt that tended to crack the canvas. In the course of the work, the location of the former stove pipe hole was found, sole evidence of 861's brief use as a two man car.

— Woolnough —





Track maintenance included stone ballasting and tamping with the Jackson Multiple Tamper the lead track to Butler Grove Barns II and III. — Woolnough —



In the fall a rail cropping program was carried out on the "Tower" Section of the Main Line. Crane car #3246 assists. Another year such work may be turned over to the recently donated Burro Crane with its longer reach. — Woolnough —

new possible solution to the shipping of the ex Third Avenue car from Vienna, Austria to the USA appeared when Boston University approached the Massachusetts Bay Transportation Authority about initiating a special pass arrangement for University personnel to ride between Blandford Street and Packards Corner on Commonwealth Avenue. The University expressed interest in funding the cost of transporting and refurbishing the car for the shuttle service. At year's end, agreement had not been reached on the terms of the pass arrangement. The lease of Type Five 5734 to the MBTA was extended a second time to September 1981. The car has been used for occasional charter trips on the Green Line.

The museum was invited to participate in a special program of the Brick Store Museum in Kennebunk which featured displays and a lecture series on the history of the area as a summer resort, "The Kennebunks, A Watering Place, The First Fifty Years 1870-1920." The project was funded by a grant from the Maine Council in the Humanities and Public Policy. A satellite display of photographs, reproduced timetables and posters featuring the Atlantic Shore Line Railway was mounted in the Visitors Center. The lecture series included an illustrated talk on the history of the Atlantic Shore Line and its relationship with summer tourism between 1900 and 1920.

A small grant from the Maine State Commission on the Arts and the Humanities was received in 1980. The \$1,500 will fund the initial stage of a library which will be set up in the building formerly occupied by the gift shop.

The only acquisitions to the collection in 1980 were two cars from the Massachusetts Bay Transportation Authority in Boston. When built in 1910 by the Boston Elevated Railway, Car 2003, a double end, surface lines motor flat, was equipped with a pillar crane similar to Car 2016 which has been on the museum property since 1954. In later years, the crane was removed from 2003, and the car modified to serve as a flat bed with removable side panels. It comes equipped with Standard 0-50 trucks and GE 86 motors which are interchangeable with a number of cars used in revenue service at our museum.

Car 01000 was the final car in the "0900" series of steel cars built in 1928 by Wason for the Everett —

Forest Hills elevated line. This car is one of four which survived until 1980 for occasional use in worktrain service. Work is now in progress to make the car operable under its own power. Cosmetic restoration will follow thereafter.

MAINTENANCE OF THE PHYSICAL PLANT

The almost total absence of snow during the winter of 1979-80 resulted in low levels in the underground water supply. The 230 foot well which supplies the restrooms and the remainder of the property, was unable to carry the load. A temporary line was run and an electric pump purchased to supply the 8000 gallon storage tank for the restrooms from Goffs Mills Brook which was itself at a record low level. An extension was added to the leach field of the restrooms septic system.

The on site directional signs for the public were repainted. Brush was cut and trees were trimmed to improve appearances and to eliminate problems with electric transmission lines. A team of volunteers at annual meeting weekend set out and watered countless seedlings which produced another season of brightly blooming flowerbeds. Numerous minor repairs were made to the buildings as required to keep pace with wear and tear. Some of these buildings were constructed with used materials as long ago as the early 1950's.

The fleet of second hand motor vehicles required more than routine maintenance during 1980. Following a road failure, a "new" rear end drive assembly was obtained and installed in the 1965 ex MBTA, ex Eastern Mass. GMC van truck, S-276. The 1971 International dump truck, ex MBTA 1547, received new leaf springs under the front end, and a new muffler. The 1967 Dodge dump truck was brought out of retirement and restored to on site service for use in the main line extension earthworks project.

A new 220 volt single phase electric service was run to Tower C, and then extended by underground conduit to provide a temporary electricity supply for the Visitors Center. A new underground telephone cable was installed to serve the Visitors Center. This cable has sufficient conductors to provide for an eventual PBX system for the entire property.

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

BALANCE SHEET

DECEMBER 31, 1980

<u>Assets</u>	<u>Current Unrestricted</u>	<u>Current Restricted</u>	<u>Plant Fund</u>	<u>Total</u>
Current assets:				
Cash	\$ 2,556			\$ 2,556
Savings accounts and certificates	2,050	\$35,715		37,765
Accounts receivable	688			688
Investment	228	1,075		1,303
Inventories	58,925			58,925
Other assets	4,753			4,753
Total current assets	69,200	36,790		105,990
Fixed assets - net			\$436,738	436,738
Total assets	<u>\$69,200</u>	<u>\$36,790</u>	<u>\$436,738</u>	<u>\$542,728</u>
 <u>Liabilities and Fund Balances</u>				
Current liabilities:				
Current portion of long-term debt			\$ 7,794	\$ 7,794
Accounts payable and accrued expenses	\$10,965	\$ 733		11,698
Deferred income		36,057		36,057
Total current liabilities	10,965	36,790	7,794	55,549
Long-term debt, less current portion			95,831	95,831
Total liabilities	10,965	36,790	103,625	151,380
Fund balances:				
Plant fund			333,113	333,113
Unrestricted	58,235			58,235
Total fund balances	58,235		333,113	391,348
Total liabilities and fund balances	<u>\$69,200</u>	<u>\$36,790</u>	<u>\$436,738</u>	<u>\$542,728</u>

STATEMENT OF INCOME, EXPENSES AND CHANGES IN FUND BALANCES

YEAR ENDED DECEMBER 31, 1980

	<u>Current Unrestricted</u>	<u>Current Restricted</u>	<u>Plant Fund</u>	<u>Total</u>
Support and revenue:				
Contributions and bequests	\$ 19,647	\$ 50,665	\$ 13,475	\$ 83,787
Contributed services	80,000			80,000
Grants		24,150		24,150
Membership dues	8,508			8,508
Admissions	84,577			84,577
Investment income	3,221	34		3,255
Miscellaneous	3,126			3,126
Revenue, auxiliary operation	57,819			57,819
Total support and revenue	256,898	74,849	13,475	345,222
Expenses:-				
Program expenses:				
Curatorial and exhibits	117,172	39,316	13,745	170,233
Support expenses:				
Membership	5,780		115	5,895
General and administrative	87,248	460	3,024	90,732
Fund raising	2,423			2,423
Total support expenses	95,451	460	3,139	99,050
Auxiliary operation	46,595	2,265	2,419	51,279
Total expenses	259,218	42,041	19,303	320,562
Excess (deficiency) of support and revenue over expenses	(2,320)	32,808	(5,828)	24,660
Transfers for retirement of debt	(55)	(3,647)	3,702	
Transfers for property and equipment acquisitions	(10,211)	(29,161)	39,372	
Excess (deficiency) of support and revenue over expenses after transfers	(12,586)		37,246	24,660
Fund balance beginning of year	70,821		295,867	366,688
Fund balance end of year	<u>\$ 58,235</u>	<u>\$</u>	<u>\$333,113</u>	<u>\$391,348</u>

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

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

STATEMENT OF CHANGES IN FINANCIAL POSITION

YEAR ENDED DECEMBER 31, 1980

Sources of working capital:-	
Excess of support and revenue over expenses	\$ 24,660
Add income items not affecting working capital in the period:	
Depreciation	19,303
Contribution of operating fixed assets	(13,475)
Proceeds from long-term debt	<u>107,327</u>
Total sources of working capital	<u>137,815</u>
Uses of working capital:	
Retirement of long-term debt	11,496
Acquisition of operating fixed assets	<u>146,699</u>
Total uses of working capital	<u>158,195</u>
Decrease in working capital	<u>\$ (20,380)</u>

Analysis of Changes in Working Capital

Increase (decrease) in current assets:	
Cash, savings accounts and certificates	\$ (14,867)
Accounts receivable	(374)
Investment	1,075
Inventories	7,866
Other assets	<u>1,641</u>
Total	<u>(4,659)</u>
(Increase) decrease in current liabilities:	
Current portion of long-term debt	(7,794)
Accounts payable and accrued expenses	(817)
Deferred income	<u>(7,110)</u>
	<u>(15,721)</u>
Decrease in working capital	<u>\$ (20,380)</u>

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

NOTES TO FINANCIAL STATEMENTS

DECEMBER 31, 1980

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.

Contributed services:

The significant amount of time contributed by unpaid volunteers which is controlled by the Society and necessary for the development, maintenance and operation of its functions is valued at amounts which would have been spent had the volunteers not been available. The value of the contributed services is recorded in the statement of income, expenses and changes in fund balances as unrestricted support and revenue and allocated to the expenses of the program, support and auxiliary functions which were benefited.

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.

NOTES TO FINANCIAL STATEMENTS

Inventory:

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

Pledges:

The Society has received certain pledges for its capital fund from members and friends. Because they are not legally enforceable, these pledges are recorded only when related cash payments are received by the Society.

NOTE 2 - FIXED ASSETS:-

A summary of fixed assets and the related accumulated depreciation at December 31, 1980 follows:

	<u>Cost</u>	<u>Accumulated Depreciation</u>	<u>Net</u>
Land	\$ 20,560		\$ 20,560
Land improvements	21,704	\$ 6,972	14,732
Building and im- provements	331,690	35,727	295,963
Track and wire	100,440	23,678	76,762
Machinery and equipment	88,843	66,785	22,058
Construction-in- progress	<u>6,663</u>		<u>6,663</u>
	<u>\$569,900</u>	<u>\$133,162</u>	<u>\$436,738</u>

NOTE 3 - LONG-TERM DEBT:-

Long-term debt consists of the following:

Promissory unsecured note payable to the Central Maine Power Company with interest at 9.48%, payable in monthly principal and interest instalments of \$136 through February, 1985	\$ 5,519
Mortgage loan payable to the Ocean National Bank secured by land and a building, with interest at 12%, payable in monthly principal and interest instalments of \$1,435 through June, 1990	97,326
Other	<u>780</u>
	103,625
Less current portion	<u>7,794</u>
	<u>\$ 95,831</u>

P.
Price
Waterhouse & Co.

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

March 4, 1981

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

We have examined the balance sheet of New England Electric Railway Historical Society, Inc. as of December 31, 1980, and the related statements of income, expenses and changes in fund balances and changes in financial position for the year then ended. Our examination was made in accordance with generally accepted auditing standards and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the financial statements examined by us present fairly the financial position of New England Electric Railway Historical Society, Inc. at December 31, 1980 and the results of its operations and changes in its financial position for the year, in conformity with generally accepted accounting principles which, except for the change, with which we concur, in the method of accounting for contributed services as described in Note 1 to the financial statements, have been applied on a basis consistent with that of the preceding year.

Price Waterhouse & Co.

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

BOARD OF TRUSTEES*

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

SENIOR TRUSTEES

Edward J. Barry	Clayton D. Sargent
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CORPORATE OFFICERS*

Chairman of the Board	Vacant
Vice Chairman	John Coughlin
President	Theodore F. Santarelli de Brasch
Executive Vice President	Henry B. Brainerd
Senior Vice President	John B. Barr
Vice President & Treasurer	Arthur G. Duncan
Comptroller	Jeffrey N. Sisson
Secretary & Ass't. Treasurer	Cecilia B. Clapp
Membership Secretary	Richard W. Shepherd
General Counsel & Clerk of Corporation	Wayne T. Adams

HONORARY OFFICERS

Past President	Alexander Hamilton
Treasurer Emeritus	John E. Amlaw

*UP TO ANNUAL MEETING

CORPORATE AFFILIATIONS

American Association for State and Local History
 American Association of Museums
 American Bus Association
 Association of Railway Museums, Inc.
 Kennebunk-Kennebunkport Chamber of Commerce
 Maine League of Historical Societies and Museums
 New England Museums 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*

<i>Museum Director & General Manager</i>	Richard T. Lane, Jr.
<i>Curator</i>	George Burdick
<i>Ass't. General Manager</i>	Peter Folger
<i>Sup't. Passenger Operations</i>	Foster C. Leavitt, Sr.
<i>Ass't. Sup't. Passenger Operations</i>	William C. Brice
<i>Gift Shop Manager</i>	Laurel B. Folger
<i>Summer Sales Manager</i>	Michael T. Deacon
<i>Exhibits Interpreter — Guide</i>	Richard B. Perkins, Sr.
<i>Electrical Engineer</i>	Thomas M. Brigham
<i>Sup't. Car Restoration & Maintenance</i>	Donald G. Curry
<i>Sup't. Property Maintenance</i>	Jack R. Murray
<i>Sup't. Overhead Construction & Maintenance</i>	Paul F. White
<i>Sup't. Communications & Signals</i>	Lyman B. Hurter
<i>Master Mechanic</i>	Frederick J. Perry
<i>Section Foreman</i>	M. Dwight Winkley
<i>Coordinator Landscape & Garden Activities</i>	Gary Balsler
<i>Historian</i>	O. R. Cummings
<i>Museum Photographer</i>	Charles Woolnough
<i>Manager Fund Raising Development Program</i>	Tom Ruddell
<i>Public Relations Representative</i>	Murray Cott
<i>Public Relations Representative</i>	Henry Dickinson
<i>Public Relations Representative</i>	Ron Palmquist
<i>Manager Flyer Distribution</i>	George F. Braun
<i>Director Special Projects</i>	George M. Sanborn
<i>Special Projects Fund Raiser</i>	Kevin T. Farrell
<i>Special Projects Fund Raiser</i>	Jack Keenan
<i>Special Representative</i>	Robert Barrett
<i>Special Representative</i>	Ralph L. Day
<i>Special Representative</i>	William M. Dox, Jr.
<i>Special Representative</i>	Kenyon F. Karl
<i>Special Representative</i>	Charles L. Rapport
<i>Special Representative</i>	Carl L. Smith
<i>Special Representative</i>	Marjorie M. Walker
<i>European Representative</i>	Anthony Von Hornstein
<i>Japan Representative</i>	Yuichi Sakamoto
<i>Statistician</i>	Louis J. Petrillo

*UP TO ANNUAL MEETING



The decision many years ago to extend Riverside Barn one additional bay at a time when inside storage space was so much in demand created a problem long left unresolved. The switch on a curve providing the two lead tracks into the barn on the south side would have to be relocated eventually in order to permit closing in and installing doors at this end of the Barn. 1980 proved to be the year. The view at the left with car No. 31 passing by on the Main Line shows the track crew dismantling the old layout.

— Woolnough —

MAINTAINING A PRESENCE IN THE BOSTON AREA



March 16, 1980 — Seashore's 26' 6" Box car, No. 475, stands alongside the museum's other visitor to Boston, No. 5734 at Arborway Station.

The shot was taken after 475 was moved from Watertown to Arborway in anticipation of the closure of the Commonwealth Avenue trackage for reconstruction.

— Bradley H. Clarke —



June 8, 1980 — Type 5 No. 5734, P.C.C. 3004 — "Last of the Tremonts", LRV 3402 — one of two LRV cars equipped with trolley poles, and CLRV 4031 pose outside Riverside Carhouse on a memorable BSRA fantrip.

— Bradley H. Clarke —

REAR COVER

Aerial shot of the southern end of the Seashore Trolley Museum. Principal buildings appearing are, lower left, the new Visitors Center, then in a middle row, left to right, the South Boston barn, the Riverside barn and Townhouse Shop, and finally in the upper row, left to right, the three Butler Grove buildings, Highwood (exhibit) barn, Central and Fairview barns.

— Woolnough —

