

*"The Museum of Mass Transit"*



# NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

OWNER AND OPERATOR OF THE SEASHORE TROLLEY MUSEUM

Kennebunkport, Maine

**COVER PICTURE — WOOLNOUGH**



Milwaukee Electric (TMER&L) No. 861 nears its return to active service after a dozen or more years in dead storage. Rehabilitation of the car started several years ago as a weekend project for a group of Lawrence Academy (Groton) schoolboys visiting the Museum. The next year, aided by an IMS grant and volunteer labor, the exterior was repainted, the sagging roof repaired and finally 861 became a full fledged job for Town House Shop.

Built by St. Louis in 1920, converted to one-man operation in 1926 and made more deluxe in 1929 to more nearly match the newer 900's it represented the group of cars that made up the backbone of the fleet in latter trolley days. Over the years its pole socket castings, coal stove and stack and the TMER&L name gave way to roof mounted route number signs, and the new TMER&T insignia of The Transport Company. The original all orange paint scheme gave way to orange and ivory designating this series as Front Entrance.

861 represents what was once one of the more interesting electric railways in the U.S. with a full spectrum of service ranging from city street cars in Milwaukee, Racine and Kenosha to the reconstruction and operation of one of the more deluxe interurban fleets of all time.

Type 5 Semi No. 5734 continues to be the museum's Boston "connection" with its lease by our Society to the MBTA renewed annually. Running repairs and gradual upgrading of mechanical and electrical components is carried out locally by STM members in the Boston area. It is shown here on a typical fan trip on South Huntington Ave. nearing the New England Home for Little Wanderers and the Heath St. Loop  
Richard La Hart



Sweeper P-601 clearing the "Rochester, Syracuse and Eastern" section of the main line after a brief return to shop for rebuilding of brooms and repairs to driving mechanism. RS&E once had a similar Russell sweeper. WOOLNOUGH

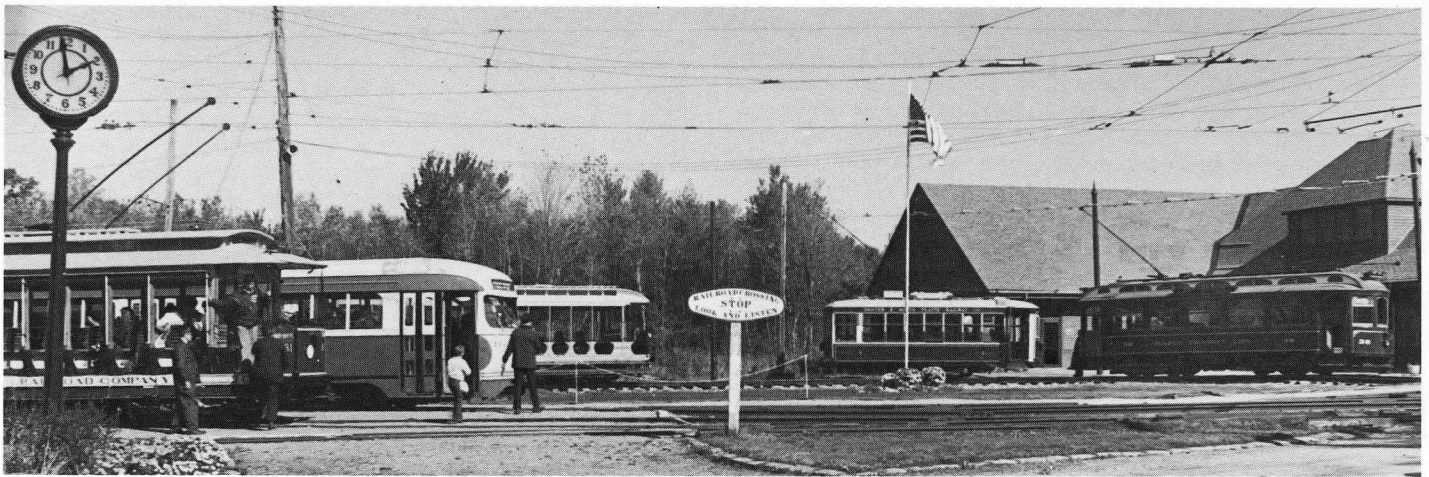


Chairman of the Board, John G. Smith, at our Arundel Station wishes he could board our trolley for Denver where he plans to attend the forthcoming Shriners Convention. Time was when No. 1 had made regular connections with the Denver Tramways at Englewood on its run north from Littleton. R. T. LANE



LEFT — 1030 plays host to delegation from the Lehigh Valley Chapter of the NRHS, whose membership had contributed generously to the car's total restoration. Outshopped by ACF in 1930 as one of Indiana Railroad's famous Hi-Speeds as a coach-lounge on the "70 mile an hour or more" Limiteds on Louisville and Ft. Wayne runs out of Indianapolis' renowned traction terminal, in 1934 it became IR's all parlor car for charters and specials.

In 1941 with the cessation of Indiana Railroad's rail lines, it was sold to the Lehigh Valley transit to become their No. 1030 and to operate daily parlor or lounge car trips between Philadelphia and Allentown on the famed "Liberty Bell Route". R. T. LANE



## REPORT OF THE PRESIDENT

The year 1982 was marked by continuing challenges and frustrations, rewards and progress which have combined to create the incentive for some energetic goals for 1983.

The small but stalwart public relations team were challenged and frustrated by a 3.7 percent decline in attendance compared with 1981, 33,836 vs. 35,130. They feel that we are still barely scratching the surface in our present efforts to promote the museum. More volunteers and fresh talent will help turn this trend around as we head into 1983 and a season which early predictions indicate should see an increase in recreational travel.

Our fundraising efforts produced some rewarding results. We acknowledge with grateful appreciation the increasing generosity of the membership in response to the stepped-up campaign of appeals which has benefitted not only the Visitors Center Mortgage Fund, but the car barn program and various car restorations and acquisitions as well. The major fundraising breakthrough came in the fall when two major donations from outside the membership totaling \$20,000 were recorded. This sum together with \$6,800 in unrestricted funds received earlier in the year enabled us to resume the dormant car barn program. Materials have been ordered for delivery in 1983 for additions to the Central and Fairview barns. Funding the completion of the Visitors Center, especially the restroom facilities, remains our greatest single fundraising challenge.

The demonstration railway benefitted from the concerted effort of the volunteer track department as the upgrading of the main line forged ahead. Plans for 1983 include a continuation of the rail changeout and spot tie renewal in the curve near Meserves Crossing, and, a start on the long-heralded extension of the main line.

Several major car restorations and the annual maintenance and light repairs to the revenue fleet occupied the force in Town House Shop which included 51 volunteers during the course of the year. Our two cars in Boston received attention from the team of area volunteers who maintain Type 5 5734 for charter excursions, and have 26½ foot box car 475 well on the way to restoration.

Our primary curatorial offering to the public, the trolley rides and the interpretive displays, depends almost entirely on volunteer staffing. The participation of over 100 members in 1982 in these vital programs not only maintains the museum's services to the public, but also provides a sense of personal pride and satisfaction in a job well done for the individual volunteers. Making history come alive is what our museum is all about!

We began 1982 with a projected budget deficit. Some careful cost cutting instituted in July and a remarkable upsurge in attendance in August and September turned the anticipated deficit into a tidy cash surplus at year's end. Nevertheless a conservative approach is being maintained in financial planning for 1983.

In terms of numbers, 1982 was a busy year for acquisitions. In all, eight pieces were added to the vehicle collection: five streetcars

and three with rubber tires. The exhibits program was greatly enhanced by the loan from the Boston Museum of Transportation of a large collection of photo murals depicting historic Boston trolley scenes. These are supplemented by two models of modern transit cars and the full-scale platform end of a Boston 25 foot box-car. Most of this material is now on display in the Visitors Center.

Preparations for the upcoming Association of Railway Museums convention in fall 1983 and the anticipated reaccreditation by the American Association of Museums have given new impetus to the program to reorganize the storage of spare parts and clean up the "outback" areas of the property.

The library and archives represent a less visible but equally important curatorial function of the museum. In the short span of less than a week, a team of four volunteers succeeded in cleaning, sorting, and rearranging much of the material in the former gift shop, now library, building and the insulated box car. Some additional steel shelving was reconditioned and set up. Other members have assisted by obtaining and delivering used file cabinets. Heading the want list for the library is one or more chart files to hold the growing collection of car plans and drawings which should be stored flat.

As we look ahead to the 1983 season and the years beyond, the top priority for the Society and museum must be to raise the funds necessary to support the growing collection. The Trustees, staff, and the membership have an equal share in this responsibility. We can expect to rely in the foreseeable future on admissions income and store receipts from visiting public for the major portion of our operating expenses. Capital improvements and new acquisitions will have to be funded either from the membership or outside sources. We must continue to seek new directions in our fundraising efforts in order to bring to completion the capital projects which are currently in progress, and provide for the future.

*Track Department constructing new switch to connect rip track with dual purpose storage and unloading track built to eliminate need for constructing and dismantling of ramps for unloading of cars.*

R. T. LANE



## SHOP REPORT

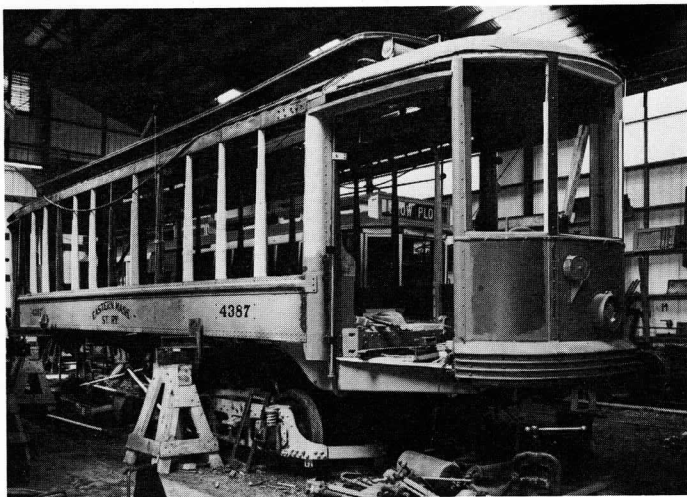
It is no mere coincidence that the operation of our car shop bears a close resemblance to that of most any "real" or professional electric railway. Time and effort must be divided between keeping a fleet operating for "regular" passenger service, restoring cars (which might be compared to rehab. jobs), and maintaining the building along with the ever increasing number of pieces of machinery. During the summer of 1982, 30 cars were inspected or underwent some form of maintenance or restoration — more than many museums have as a total collection! The crew varying between 6 and 7 was assisted from time to time by upwards of 51 volunteers who worked on both museum sponsored programs and their own.

Because the year before saw the completion of several major projects followed by the commencement of major new ones, it appears to the uninitiated that not much has been done. Actually much basic work which is the foundation of major jobs has been done. Unfortunately a severe hand injury greatly curtailed the amount of work foreman Don Gawthrop was able to do during the fall and winter.

The major museum sponsored project is the Eastern Mass. Semi-convertible 4387. During 1982, a new southern pine sub-floor was installed made of wood brought from Florida by Public Trustee John Gannett. The P.C. control group was completely disassembled and rebuilt. The trucks were sand blasted and reassembled and painted. Work has been started on the second vestibule. Motors are to be overhauled in 1983.

*Eastern Mass. 4387 showing reassembly of vestibule on "south" end basically completed, and trucks under car back together again after sand blasting and repainting.*

WOOLNOUGH



Milwaukee 861's rehabilitation, off to a slow start in 1978, is finally nearing completion. All wood trim which had been refinished previously is now installed, and all sashes were removed and rebuilt. All seating has been removed, metal parts sand blasted and repainted and reinstalled. The salvageable rattan cushions were repainted in cream while those needing repairs were recovered with new twill pattern rattan. (Note this is again being made due to a demand created by the trolley museum "industry".) Several burned out heaters were replaced with identical new ones donated by Hotwatt, Inc. of Danvers, MA. 1983 will see replacement of major portions of its badly corroded air piping plus the overhauling of its motors and trucks.

Brooklyn Convertible 4547 saw the completion of one vestibule and the disassembly of a second. Three of its motors (the first was done in 1981) were rebuilt to correct the effects of extreme salt corrosion. This entailed complete disassembly, sand blasting of steel parts, rewinding of field coils, walnut shell blasting, dipping and baking of armatures, and rebuilding many parts ruined by the salt. It is interesting to note that actual wear from use by the original owners was practically zero, and, except for salt damage, they were practically in mint condition. In 1983, the challenging job of rebuilding the trucks will begin.

In addition to the major projects, there are numerous minor ones carried out by the shop. The brake rigging on Type 5 No. 5734 now being run in Boston had become so badly worn that it was unsafe. A spare set was removed from other trucks, a set of bushings was made and hardened for it and for the two other pairs of Std. C-35P trucks at the museum. One set of brake rigging, rebuilt with these bushings, was sent to Boston for installation on 5734. As needed, the other sets of brake rigging will be rebuilt.

A wiring failure in open car 1391 required the removal of several feet of conduit and the splicing in of brand new wire. This job was made very difficult because of the cramped conditions between the sills. New rubber bumpers have been installed in seats of two opens to ease the strain on the seat backs as they are being turned.

Some rather important pieces of equipment that might be little noticed required major rebuilding in order to continue to be safe. The car body horses of which we have several sets in various heights are in constant use and have suffered from rot as well as having been under a box car when it tipped over. They have now been reinforced, "shod" with metal feet and repainted to give many years of service. One large door on the side of the shop required complete replacement because of snow damage. The Lodge and Shipley metal lathe was thoroughly cleaned and repainted. A very fine sand blast cabinet was donated by Hotwatt, Inc. and has seen much use.

Car restoration could not proceed at the pace it does without the volunteer work done in conjunction with the paid help. Sweeper P-601 required such cooperation — first finding replacement parts for those which had worn out, then transporting them from Ringoes, N.J. to Maine; then cleaning them up and installing them. Work was completed just in time to remove what little snow did fall.

Boston El, cars 0997 & 01000 were frequent visitors to the pit area where they were made to operate successfully as a train after great effort. This required pulling and inspecting a motor truck, repairing defective control wiring and much trouble shooting. At present work is being done on the refinishing of the interior.

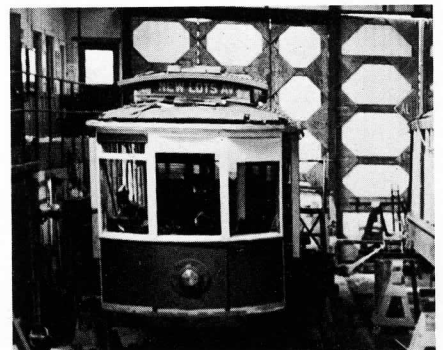
C.A. & E. 434 had been out of service for some time until a member took it upon himself to pull out one truck, remove the motors, disassemble them, locate the trouble (a defective connecting wire in the motor), clean them out and then reassemble everything.

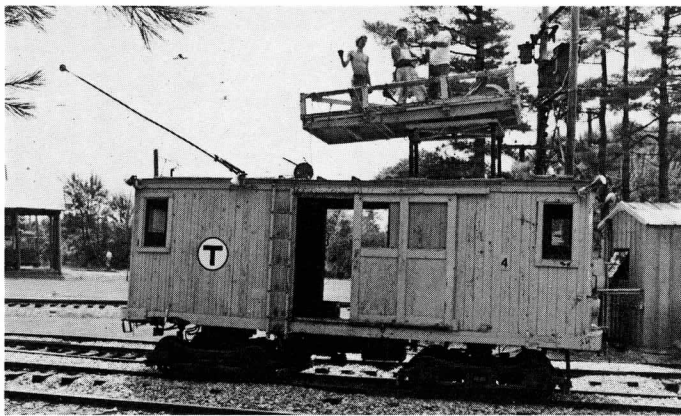
Pittsburgh PCC 1440 was also out of service due to a defective MG set. Thanks to the donation of a rebuilt field it was possible to rebuild the MG and have it back in operation, after several years of neglect. A beautiful set of stencils was made up for the lettering which finally identifies Birney No. 1 as having come from the Denver and South Platte Railroad. Work is continuing on the roof recanvassing of P.D. & Y. mail car 108. Chicago 225 is approaching the completion of the refinishing of its interior. The long term rebuild of Wheeling 39 took a major step forward in 1982 with the completion and installation of the knees for its second platform. The interesting cork-filled bolsters were completely rebuilt and installed. Work has started on the roof by making and installing the bent roof ribs. New roof sheathing has been made by an outside millwork contractor and is awaiting installation.

On the Boston scene work continued on the restoration of 26' 6" Box car #475, and of course continuous maintenance and upgrading mechanically of Type 5 Semi No. 5734 which continues to be leased to the MBTA.

*Brooklyn convertible 4547 at close to the same state of restoration as the 4300 with its first vestibule rebuilt. Both cars had required replacement of all support members underneath. The major part of the work on the roof and the main car-body is complete. 1982 saw preventive maintenance work on the traction motors. Truck overhaul is scheduled for 1983.*

WOOLNOUGH





Line crew aligning trolley wire over rip track. No. 4 Line Car was a donation by Sam Pinsley from the Claremont (N.H.) Railway. Equipped by us with Type 5 motor trucks salvaged from a Mattapan car, No. 4 saw three years service with the MBTA on loan from STM. WOOLNOUGH

## 1982 ANNUAL OVERHEAD LINE DEPARTMENT REPORT

Last year saw the installation of three more steel poles around the Arlington Heights Loop at the Visitors Center boarding platform area. These poles had their foundations precast so they could be quickly installed and the hole backfilled. Crane car 3246, from the Boston Elevated Railway, was used to transport the poles from storage to the loop area and also for installation. With ornamental bracket arms and pole tops, the poles will complement the magnificent railroad victorian architecture of the Visitors' Center Building.

Another hydraulic lift tower mechanism from a White line truck was given to the MBTA for replacement of a defective tower on one of their line trucks. The White line trucks, which Seashore acquired from the Authority in the early 1970's, were built by the White Motor Co. in 1954 and were rugged and reliable in service. The lift mechanism and tower was built by Powers Co. and after almost thirty years of use, are still providing excellent service in their reborn role.

Seashore will have two complete White line trucks for future restoration and use and the Authority will make available to Seashore, one of their newer trucks with the rebuilt "Seashore Towers" when they are retired. The society is pleased, once again, to provide assistance to an operating transit agency by providing technology and assistance from the past to augment the present.

## ACQUISITIONS

1982 was an unusually active year for acquisitions to our collection with five streetcars and one each, bus, trackless trolley and electric truck coming to the museum during the year.

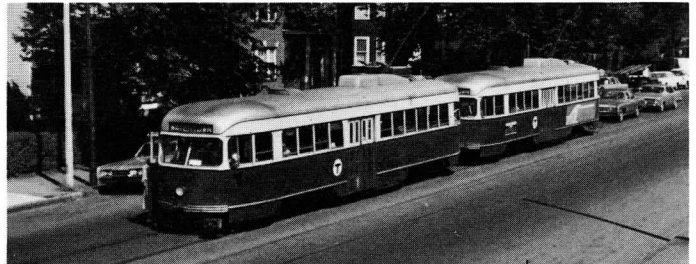
The renowned New Orleans streetcar system is now represented in our collection thanks to the donation of car 966 by the Heart of Dixie Chapter of the National Railway Historical Society in Birmingham. This car was built by the Perley A. Thomas Car Company of High Point, North Carolina, in 1924 and was retired from service in 1964 when the world-famous Canal Street line was converted to bus operation. Thirty-five subsequently modernized mates of 966 continue to serve the St. Charles Avenue line in New Orleans which is the last regular streetcar line in North America operated with conventional cars. Although the car was extensively vandalized while stored in Birmingham, our primary sponsor of 966 plans a vigorous restoration program for the car to commence late in 1983. Thus Seashore will have in its operating fleet an example of what is becoming America's most famous streetcar type, given the frequent publicity which New Orleans streetcars receive in the media. In addition, this car not only represents a major carbuilder for the first time, but is our only vehicle from the traditional South.

With the success MBTA has been experiencing with its fleet of LRVs the Authority decided to reduce its PCCs to a core fleet of active standardized cars. As a result MBTA made available three cars to round out our representation of the Boston fleet. These in-

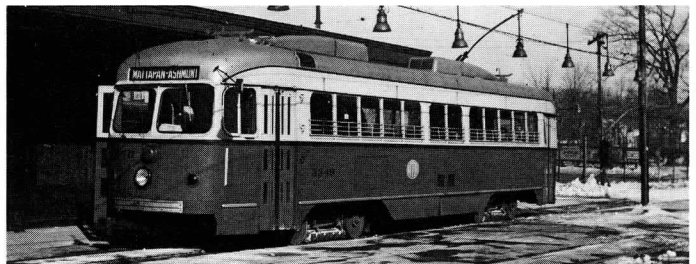
clude monitor roof "fan" car 3083, standard car 3127 and double-end ex-Dallas car 3340. All were built by Pullman-Standard in 1944 and 1945. In addition Dallas car 3328 was obtained for ultimate shipment to the Crich Tramway Museum in England, and will serve as its representative of the American PCC car.



P.C.C. car 3083 equipped by M.T.A. with Railvane fans and "monitor" roof poses at Reservoir carhouse. CHENEY



P.C.C. car 3127 leading two car train, retains original roof. A war time air brake car, it is equipped with original G.E. KM Control. MALONEY



P.C.C. car 3340, ex Dallas, Texas, car shown at Mattapan Station. 3340 will be kept as Boston version in contrast to our 3342 which is in the process of being converted back to Dallas Ry. & Terminal 608. FARRELL

Also from MBTA came GMC TDH-5302 "new look" bus 3524, originally built for the Eastern Massachusetts Street Railway in 1961. This type of bus is doubtless the most ubiquitous transit vehicle in North America today and we were fortunate to acquire such a bus in good condition and with superior appointments such as fully upholstered seating.

The largest post-war builder of trackless trolleys is now represented in our collection by 1955-built Marmon-Herrington 336 purchased from the Southeastern Pennsylvania Transportation Authority in Philadelphia. This coach is from the last order of new trackless trolleys built in the United States until a recent joint order from A.M. General was built to replace this fleet and also re-equip the system in Seattle.

Rounding out our acquisitions for the year is an early Walker electric battery ice truck. This will ultimately be an important fixture for our trolley era street which will include antique benches, lamp posts, hydrants, etc. This truck is nearly identical to one acquired several years ago after being retired from use on Boston's historic Fish Pier delivering ice to fishing boats. It is planned to make one complete operating ice truck and to put a different type body on the other truck and use it as a static exhibit.

This ancient looking solid rubber tired truck was acquired through a swap with Mr. William Semple, owner of Semple Truck Rental and Leasing Company of Boston. Seashore traded its 1948-vintage Mack tractor for the electric truck, the Mack having been out of use and inoperative for years. We are pleased that the Mack has found a good home after many years of hard work hauling our always-oversize loads.

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

BALANCE SHEET  
(With Comparative Totals for 1981)

Assets	December 31, 1982			Total	December 31, 1981
	Current Unrestricted	Current Restricted	Plant Fund		
Current assets:					
Cash	\$14,698			\$ 14,698	\$ 5,269
Savings account and certificates	13,798	\$22,529		36,327	21,249
Accounts receivable	2,465			2,465	2,134
Grant receivable		16,000		16,000	
Due from current unrestricted fund					5,535
Due from current restricted fund	943			943	
Short-term investments	3,891	32,407		36,298	14,459
Inventories	52,264			52,264	56,911
Other assets	1,323			1,323	1,688
Total current assets	89,382	70,936		160,318	107,245
Fixed assets - net			\$466,093	466,093	469,400
Total assets	\$89,382	\$70,936	\$466,093	\$626,411	\$576,645
Liabilities and Fund Balances					
Current liabilities:					
Current portion of long-term debt	\$ 773		\$ 9,003	\$ 9,776	\$ 9,394
Accounts payable and accrued expenses	8,755	\$ 709		9,464	16,767
Due to current unrestricted fund		943		943	
Due to current restricted fund					5,535
Deferred income		69,284		69,284	36,990
Total current liabilities	9,528	70,936	9,003	89,467	68,686
Long-term debt, less current portion	11,344		79,126	90,470	100,245
Total liabilities	20,872	70,936	88,129	179,937	168,931
Fund balances:					
Plant fund			377,964	377,964	372,570
Unrestricted:					
Designated by the Board of Trustees	13,411			13,411	
Undesignated, available for general activities	55,099			55,099	35,144
Total fund balances	68,510		377,964	446,474	407,714
Total liabilities and fund balances	\$89,382	\$70,936	\$466,093	\$626,411	\$576,645

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

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.  
STATEMENT OF INCOME, EXPENSES AND CHANGES IN FUND BALANCES  
(With Comparative Totals for 1981)

	Year ended December 31, 1982			Total	Year ended December 31, 1981
	Current Unrestricted	Current Restricted	Plant Fund		
Support and revenue:					
Contributions and bequests	\$ 41,969	\$ 43,614	\$ 12,084	\$ 97,667	\$101,116
Contributed services	58,276			58,276	89,000
Grants		757		757	
Membership dues	10,903			10,903	13,070
Admissions	80,370			80,370	83,758
Investment income	3,279			3,279	3,067
Miscellaneous	3,833			3,833	4,276
Revenue, auxiliary operation	52,186			52,186	58,657
Total support and revenue	250,816	44,371	12,084	307,271	352,944
Expenses:-					
Program expenses:					
Curatorial and exhibits	84,134	17,557	11,049	112,740	148,305
Support expenses:					
Membership	7,022		211	7,233	7,707
General and administrative	81,044	7,286	3,221	91,551	117,706
Fund raising	4,110	486		4,596	6,247
Total support expenses	92,176	7,772	3,432	103,380	131,660
Auxiliary operation	40,241	7,966	4,184	52,391	56,613
Total expenses	216,551	33,295	18,665	268,511	336,578
Excess (deficiency) of support and revenue over expenses	34,265	11,076	(6,581)	38,760	16,366
Transfers for retirement of debt	(828)	(7,873)	8,701		
Transfers for property and equipment acquisitions	(71)	(3,203)	3,274		
Excess of support and revenue over expenses after transfers	33,366		5,394	38,760	16,366
Fund balance beginning of year	35,144		372,570	407,714	391,348
Fund balance end of year	\$ 68,510	\$	\$377,964	\$446,474	\$407,714

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

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.  
STATEMENT OF CHANGES IN FINANCIAL POSITION - TOTAL FUNDS  
(With Comparative Totals for 1981)

	Year ended December 31, <u>1982</u>	Year ended December 31, <u>1981</u>
Sources of working capital:-		
Excess of support and revenue over expenses	\$ 38,760	\$ 16,366
Add income items not affecting working capital in the period:		
Depreciation	18,665	21,911
Contribution of operating fixed assets	(12,084)	(28,331)
Proceeds from long-term debt	13,644	13,644
Total sources of working capital	<u>45,341</u>	<u>23,590</u>
Uses of working capital:		
Retirement of long-term debt	9,775	9,230
Acquisition of operating fixed assets	3,274	26,242
Total uses of working capital	<u>13,049</u>	<u>35,472</u>
Increase (decrease) in working capital	<u>\$32,292</u>	<u>\$(11,882)</u>
<u>Analysis of Changes in Working Capital</u>		
Increase (decrease) in current assets:		
Cash, savings account and certificates	\$ 24,507	\$(13,803)
Accounts receivable	331	1,446
Grant receivable	16,000	
Due from current unrestricted fund	(5,535)	5,535
Due from current restricted fund	943	
Short-term investments	21,839	13,156
Inventories	(4,647)	(2,014)
Other assets	(365)	(3,065)
Total	<u>53,073</u>	<u>1,255</u>
(Increase) decrease in current liabilities:		
Current portion of long-term debt	(382)	(1,600)
Accounts payable and accrued expenses	7,303	(5,069)
Due to current unrestricted fund	(943)	
Due to current restricted fund	5,535	(5,535)
Deferred income	(32,294)	(933)
Total	<u>(20,781)</u>	<u>(13,137)</u>
Increase (decrease) in working capital	<u>\$ 32,292</u>	<u>\$(11,882)</u>

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

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

NOTES TO FINANCIAL STATEMENTS

DECEMBER 31, 1982

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 collecting, preserving and maintaining, for study and exhibition, electric street railway cars of the various periods and all types, forms and examples of electric street railway equipment; and doing 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.

Short-term investments:

Investments are carried at cost, which approximates market value.

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.

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, 1982 follows:

	<u>Cost</u>	<u>Accumulated Depreciation</u>	<u>Net</u>
Land	\$ 47,970		\$ 47,970
Land improvements	29,751	\$ 9,745	20,006
Building and im- provements	338,242	52,517	285,725
Track and wire	100,440	30,368	70,072
Machinery and equipment	91,072	81,108	9,964
Construction-in- progress	<u>32,356</u>		<u>32,356</u>
	<u>\$639,831</u>	<u>\$173,738</u>	<u>\$466,093</u>

**NOTE 3 - LONG-TERM DEBT:-**

Long-term debt at December 31, 1982 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	\$ 3,081
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	84,879
Unsecured note payable to member with interest at 12.524%, payable in quarterly principal and interest instalments of \$566 through December, 1991	12,117
Other	<u>169</u>
	100,246
<u>Less - current portion</u>	<u>9,776</u>
	<u>\$ 90,470</u>

Annual debt repayments to be made by the Society during the next five fiscal years are as follows:

<u>Year ending December 31,</u>	<u>Amount</u>
1983	\$ 9,776
1984	\$10,800
1985	\$10,571
1986	\$11,764
1987	\$13,260

**NOTE 4 - DESIGNATION OF UNRESTRICTED FUNDS:**

The Board of Trustees voted to designate unrestricted funds for the following purposes:

	<u>Balance December 31, 1982</u>
Car Barn fund	\$ 7,789
Restoration of cars	<u>5,622</u>
	<u>\$13,411</u>

**Price  
Waterhouse**

FORTY WESTMINSTER STREET  
PROVIDENCE, RI 02903  
401 421-0501

March 14, 1983

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

In our opinion, the accompanying balance sheet and the related statements of income, expenses and changes in fund balances and changes in financial position present fairly the financial position of New England Electric Railway Historical Society, Inc. at December 31, 1982, and the results of its operations and changes in its financial position for the year, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year. Our examination of these statements 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.

*Price Waterhouse*



## REPORT OF THE FINANCIAL OFFICER

Despite an increasing concentration on museum advertising and promotion, your Society and its museum has been experiencing a decline in attendance since a peak year in 1980 and a corresponding decline in income from the visiting public. In 1982, the total attendance figure was 33,836, compared with 35,130 for 1981 and 38,973 for 1980. With reference to the audited financial statements by our auditors, Price Waterhouse, revenue from all museum admissions, which includes income from visitor farebox donations and from diner food sales on Special Event Days, was \$80,370 for 1982 compared with \$83,758 for 1981 and \$84,577 for 1980. The revenue from auxiliary operations, which includes all Gift Shop sales, was \$52,186 in 1982 versus \$58,657 for 1981 and \$57,819 for 1980. Thus, the combined revenues from admissions and auxiliary operations have decreased by about 6.9 percent since 1981. The combined revenue in 1981 was essentially the same as for 1980.

On the other hand, the Society has experienced a substantial and optimistic increase in contributions, gifts and grants from Society members and friends and from outside agencies. In 1982, the Society received a \$16,000 grant from the Institute of Museum Services of the United States Department of Education for general operating support and a \$750 grant from the Maine State Commission on the Arts and Humanities for preservation work on Aroostook Valley Railroad locomotive 52. Cash contributions to the unrestricted and restricted funds, which includes funds for current expenses as well as deferred expenses, totaled \$90,267 in 1982. Of this amount, \$21,789 can be considered as "one-time" bequests and the remainder of \$68,478 represents member and friend contributions. This is a 4.7 percent increase over the corresponding 1981 amount of \$65,387.

In 1982, the Society expanded its fund raising activities. In addition to the start of a Corporate and Foundation Fund Raising Program for the solicitation of contributions, grants and employee matching gifts, an intensified appeal effort to the membership was begun. The primary emphasis of that effort is to raise, on a continuing basis, via the Visitors Center Mortgage Fund and the 1435 Club, sufficient funds to make the monthly mortgage payments on the Visitors Center and thus release Unrestricted and Development Fund monies, which otherwise would be dedicated to the mortgage payments, for other much-needed museum projects and programs. In addition, appeals for various rolling stock acquisition and restoration projects as well as other capital improvement projects have been distributed to give our membership a variety of projects in which to participate.

While some appeals have generated little support, others, namely those for the Visitors Center Mortgage Fund, the restoration of Eastern Mass. Car 4387, Brooklyn Car 4547 and Wheeling, West Virginia Car 639, the Presidents Club for repaying the loan for the acquisition of Third Avenue Railway System Car 631, the acquisition of New Orleans Car 966, the Philadelphia "Bridge Car" and the MBTA No. 3 East Boston "St. Louis" cars, and carbarn construction, have been quite successful. All things considered, the appeal program has generated additional funding for several programs. This generous expression of membership support and faith in our programs and efforts is reflected in the substantial 7.4 increase in contributions to the Restricted Funds, \$57,418 in 1982 versus \$53,454 in 1981, plus over \$22,000 in pledges for future contributions.

Overall, however, our Support and Revenue, including cash income, contributions in kind and contributed services, totaled \$307,271 for 1982, experiencing a 12.9 percent decrease from the 1981 figure of \$352,944. By comparison, the total for 1980 was \$345,222. The Society's Finance Committee had predicted a downtrend in income and, to avoid additional fund deficiencies, prepared a budget for 1982 that reflected substantial reductions in operating expenses from previous years. The Society's expenses for 1982, including depreciation, amounted to \$268,511 which, if combined with the expenditures of \$3,274 for the purchase of Capital equipment and property, and \$8,701 for debt retirement, totals \$280,486. This represents a reduction in expenditures of about 20

percent from 1981. Indeed, while income was greater than expected and aggregate expenses less than budgeted, the net result of this strategy was an excess of unrestricted fund support and revenue over expenses for the first time in several years.

These trends, coupled with higher costs for labor, materials, electricity and other items, means that we must continue with and expand upon our efforts to reverse the trend and increase income, particularly through promotion and increasing public awareness, and, where necessary, to reduce operating expenses, for stabilizing our financial position. This will, of necessity, involve additional capital expenditures for public amenities as well as property improvements, additional exhibits programs and line extensions. Our reliance on our membership for support, including volunteer effort in fund raising and on-property activities as well as contributions, will have to increase in the future.

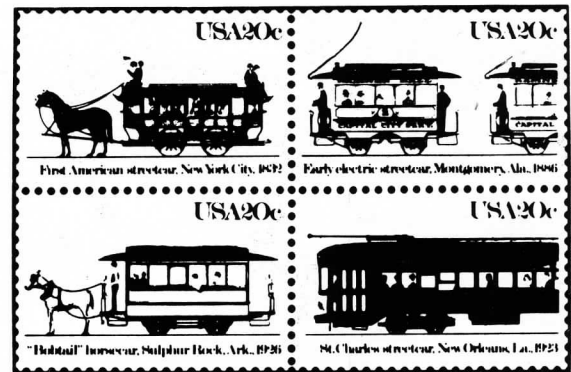
# Transit RIDERS' DIGEST



VOL. XXIX-NO. 20

Published Bi-Weekly by New Orleans Public Service Inc.

MAY 23, 1983



## St. Charles Streetcar Appears on Stamps

The St. Charles streetcar has been included in a block of four 20-cent commemorative stamps which feature America's first major form of mass transit, the streetcar, the U.S. Postal Service has announced.

The four stamps depict the evolution of streetcars in America, from the first car pulled by horses in New York City to the streetcar on the world's oldest operational line, the St. Charles.

The stamps will be first issued next fall, on October 1 at the Seashore Trolley Museum, operated by the New England Electric Railway Historical Society, in Kennebunkport, Maine.

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

SEASHORE TROLLEY MUSEUM — THE MUSEUM OF MASS TRANSIT

BOARD OF TRUSTEES\*

Richard A. Berenson  
Henry B. Brainerd  
Patrick Butler, Jr.  
Francis J. Cheney  
Bradley H. Clarke  
Daniel R. Cohen  
John Coughlin  
Kenneth M. Curtiss  
Ralph L. Day  
William M. Dox, Jr.  
Arthur G. Duncan  
Thomas J. Ford, Jr.  
John H. Gannett

William A. O'Brien  
Gerard P. O'Regan  
Foster M. Palmer  
Frederick J. Perry  
George M. Sanborn  
Theodore F. Santarelli de Brasch  
James D. Schantz  
Jeffrey N. Sisson  
John G. Smith  
Merritt H. Taylor, Jr.  
Marjorie M. Walker  
Paul F. White

SENIOR TRUSTEES

Edward J. Barry

Clayton D. Sargent

CORPORATE OFFICERS\*

Chairman of the Board  
Vice Chairman  
President  
Executive Vice President  
Vice President  
Acting Treasurer & Comptroller  
Secretary & Ass't. Treasurer  
Membership Secretary  
General Counsel & Clerk of Corporation

John G. Smith  
John Coughlin  
Theodore F. Santarelli de Brasch  
Henry B. Brainerd  
Arthur G. Duncan  
Jeffrey N. Sisson  
Cecilia B. Clapp  
Richard W. Shepherd  
Wayne T. Adams

\*UP TO ANNUAL MEETING

HONORARY OFFICERS

Past President  
Treasurer Emeritus

Alexander Hamilton  
John E. Amlaw

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  
State of Maine Publicity Bureau  
The National Trust for Historical Preservation  
Tourist Railway Association, Inc.



ABOVE — 4387's platform with major steelwork replaced in readiness for reconstruction of "north" vestibule in '83  
T.S.de B.

ADMINISTRATIVE OFFICERS\*

*Museum Director, Curator & General Manager* ..... Richard T. Lane, Jr.  
*Director of Exhibits* ..... George Burdick  
*Bookkeeper* ..... Dorothy Warner  
*Sup't. Passenger Operations* ..... Foster C. Leavitt, Sr.  
*Ass't. Sup't. Passenger Operations* ..... William C. Brice  
*Electrical Engineer* ..... Thomas M. Brigham  
*Sup't. Car Restoration & Maintenance* ..... Donald G. Curry  
*Sup't. Property Maintenance* ..... Jack R. Murray  
*Sup't. Overhead Construction & Maintenance* ..... Paul F. White  
*Sup't. Track Construction & Maintenance* ..... James E. Tebbetts  
*Sup't. Communications & Signals* ..... Lyman B. Hurter  
*Master Mechanic* ..... Frederick J. Perry  
*Section Foreman* ..... M. Dwight Winkley  
*Historian* ..... O. R. Cummings  
*Museum Photographer* ..... Charles Woolnough  
*Public Relations Representative* ..... Murray Cott  
*Motor Coach Tour Coordinator* ..... William A. O'Brien  
*Motor Coach Tour Coordinator* ..... Barbara R. O'Brien  
*Manager Flyer Distribution* ..... George F. Braun  
*Director Special Projects* ..... George M. Sanborn  
*Special Projects Fund Raiser* ..... Kevin J. Farrell  
*Special Representative* ..... Robert Barrett  
*Special Representative* ..... Ralph L. Day  
*Special Representative* ..... William M. Dox, Jr.  
*Special Representative* ..... Kenyon F. Karl  
*Special Representative* ..... Charles L. Rapport  
*Special Representative* ..... Marjorie M. Walker  
*European Representative* ..... Anthony Von Hornstein  
*Japan Representative* ..... Yuichi Sakamoto  
*Statistician* ..... Louis J. Petrillo

\*UP TO ANNUAL MEETING

New England Electric Railway  
Historical Society, Inc.  
Seashore Trolley Museum

Box 220  
Kennebunkport, ME 04046  
(207) 967-2712

NORTH TERMINAL DEVELOPMENT

The major activity in 1982 at Biddeford Station — the eventual North Terminal — was the erection of the first phase of the station structure. This is a 4,000 square foot steel building with 20 foot eave height, and a high pitched roof. One track runs inside, and is permanent in the full concrete floor.

In 1983, continuing effort, and monies from both outside sources and the Terminal Improvement Fund, will be spent on both Station area development, and further improvements on the new connecting roadbed.



ABOVE — Shop Foreman, Donald Curry painstakingly installing wood furring to provide level floor.  
T.S.de B.

**THE MEMBERSHIP'S GENEROSITY HELPED MOVE THESE PROGRAMS FORWARD**

*Join the President's Club*

The "President's Club" is a unique way to save our newly-acquired Third Avenue Railway System streetcar, no. 631. Back in 1939, when a few of us were struggling to purchase and move a few trolleys for preservation, the "Third Avenue" was also struggling, but to keep their trolleys operating on the streets of New York City. Fiorello LaGuardia, then mayor of New York, was in the midst of modernizing the city in every way possible. Replacing streetcars with buses was a major goal. On one of my trips to New York that year I can recall seeing cars like ours being built in the 65th Street Shops, and the admirable struggle of the Third Avenue Railway comes to mind.

**4387**



**NEEDS YOU!**

**"BROOKLYN TROLLEY CLUB" STARTED**



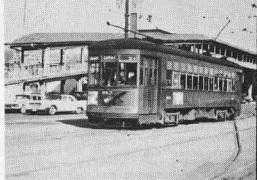
View of Car 4531 - a mate of our 4547 - at DeKalb and Vanderbilt Avenues in summer service on June 5, 1933. George S. Votava photo

RESTORATION HAS BEGUN ON BROOKLYN CONVERTIBLE STREETCAR 4547.

PLEASE HELP!

Early this summer Brooklyn convertible car 4547 was brought into the shop for restoration. Volunteers stripped the car in preparation for the actual reconstruction. Volunteer work began shortly thereafter. The upper deck of the roof has been repaired and new canvas applied. As a pilot project a member of the shop crew has completely overhauled one of the traction motors. A substantial pledge made by one of our members towards this restoration makes it practical for the Society to keep our shop running on a year-round basis, resulting in restoration activity on other projects as well. Rebuilding of the first end platform will soon be underway.

...AND A NEW ORLEANS CANAL STREET CAR TO SEASHORE



Car 952 - a mate of 966 - lays over at the Ferry Terminal walkway Street in 1961 with the Ferry Terminal walkway

Seashore has been handed an amazing acquisition opportunity twenty years after New Orleans Public Service, Inc. (NOPSI) world-famous Canal Street trolley line, the Museum has an un-modernized standard New Orleans streetcar from this line.

The Heart of Dixie Chapter of the National Railway Historical Society Birmingham, Alabama has a collection of railroad equipment one streetcar, NOPSI car 966. The Chapter feels that a really doesn't fit into the main-line railroad theme of the car is thus essentially an orphan, and over the year exposed to weather and vandalism. For these reasons, they donated the car to Seashore. The Museum regards this gift 966 as a superb preservation opportunity.

In 1961, when Canal Street was motorized, NOPSI donated museum that requested them eleven cars eventually four the time, heavy acquisition costs for streetcars from New Urbans from Chicago prevented Seashore from financing the a New Orleans car, despite considerable member interest. spare parts received at that time from Montreal was a pair Brill trucks specifically acquired for use in regauging. Having these trucks on hand will greatly ease the job of now, and all of the work will be performed by our own people.

The usual heavy body rebuilding due to corrosion will be cause the car comes from a salt-free operating environment. center on specific components, such as new sash and door and flooring carpentry. Sheet metal repairs to one dash when 966 is restored, the Museum will have a large-capacity truly-famous streetcar, one which will be ideal for the



VOTAVA

**VISITORS CENTER MORTGAGE FUND NEEDS HELP AND NOW IS THE TIME!**

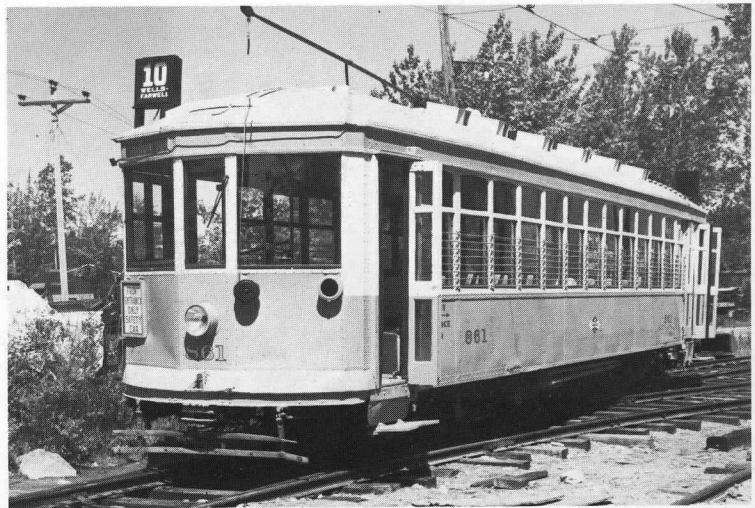
Several years ago, Seashore made a large, long-term commitment — a \$100,000 mortgage for the initial phase of the visitors center. YOUR museum did not undertake this obligation lightly, but the potential loss of visitors to the museum from not acting to construct the visitors center far outweighed the debt considerations.



Back in April, 1964 when our long-time former General Manager, Lester Stephenson snapped this view on Canal Street of New Orleans Public Service, Inc. car 966 approaching, little did he imagine that nearly twenty years later this very car would come to Seashore. Amazingly both cars are preserved, with car 952 at the Chattanooga Choo Choo hotel complex in Tennessee. L.H. STEPHENSON, JR.



Rehabilitation of 861's interior was a major job requiring as it did structural repairs and re-engineering of the central part of the roof to prevent re-occurrence of the roof sagging. Also called for was replacement of headlining, re-installation of light fixtures, restoration of interior woodwork to varnished natural finish, and rebuilding and re-upholstering many of the cane seat cushions. MUNROE



TMER & L 861 almost ready to re-enter passenger service has long been missed by the Operating Department, but it is planned to hold 861's release until much of the air brake system is repiped and the traction motors given preventive maintenance. In a manner typical of pre-P.C.C. days, 861's design represents the individuality built into a relatively standard car, in this case, the lightweight car, by a major railway company's own engineers. Four identical cars were built for East St. Louis and later saw further service in San Francisco, during a brief period of one-man street car operation, where they sported the Market St. Ry.'s white fronts. WOOLNOUGH