

*"The Museum of Mass Transit"*



# NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

OWNER AND OPERATOR OF THE SEASHORE TROLLEY MUSEUM

Kennebunkport, Maine



The Honorable William F. Bolger, Postmaster General of the United States, addressing the assemblage. He cited how the development of streetcar service mirrored the growth of America's cities, spawned the growth of the "streetcar suburbs" and how postal streetcars by the turn of the century were handling half a million pieces of mail daily. He referred to the new block of four stamps designed by Richard Leech as depicting the evolution of this means of mass transportation. Left to right Mrs. Bush, Vice President Bush and, to the right of the Postmaster General, is John G. Smith, STM Chairman of the Board. WOOLNOUGH



LEFT — Seashore Trolley Museum Trustee and ARM President, Michael C. Lennon presents Vice President Bush with a copy of Andrew Young's TROLLEY TO THE PAST. WOOLNOUGH

BELOW LEFT — Connecticut Company open car No. 303 posing with a YALE BOWL dasher sign was almost instantly spotted by Vice President Bush who pointed out that he and Mrs. Bush had enjoyed many rides in the open car fleet to attend football games at the Bowl. TSdeB

BELOW RIGHT — View of R.P.O car No. 34 reveals its horsecar ancestry. While many horsecars were electrified for further use in passenger service, few would have ranged as far as did No. 34 in postal service, its run extending from Fall River to New Bedford and to the western edge of Cape Cod. WOOLNOUGH



COVER PICTURES — UPPER — The Honorable George Bush, Vice President of the United States addresses "Neighbors, Stamp Collectors, streetcar buffs and politicians" citing the Seashore Trolley Museum as a "decidedly fitting place for dedicating the four postage stamps which recognize America's first major form of Mass Transportation — the streetcar". To the left of the speaker, the Pease Air Force Band and the display of the stamps, and to the right, the Postmaster General, William F. Bolger, STM's Chairman of the Board, John G. Smith and STM's President, Theodore F. Santarelli de Brasch. WOOLNOUGH

LOWER — A dress rehearsal was held on October 1 on the occasion of the ARM convention. By special arrangement with the Post Office Department because of the one week postponement of the official dedication ceremony, First Day covers were cancelled with a special TROLLEY STATION-KENNEBUNKPORT MAINE stamp in the rejuvenated R.P.O. cars left to right, Union Street Railway (New Bedford, MA) No. 34 and Portsmouth, Dover & York (Atlantic Shore Line) No. 108. R. LaHart photo



## REPORT OF THE PRESIDENT

External and internal factors combined to make 1983 a banner year for our museum. Good weather throughout the summer and the steadily improving economy brought vacation travelers to the coast of Maine in record numbers. The museum received its proportionate share in terms of attendance and admissions. The museum store scored a major increase in sales which is attributed to improvements in merchandise, pricing policy, and arrangement of the store layout by the new management. The selection of our museum site by the United States Postal Service for the first day of issue ceremony in October of four streetcar commemorative stamps gained much favorable publicity. The presence of Vice President and Mrs. George Bush was a highlight of the occasion. The twenty-third annual convention of the Association of Railway Museums was successfully hosted by our museum one week prior to the stamp ceremony, and afforded an opportunity to share nine years of progress since our last convention in 1974.

The impetus of these two events provided the motivation and drive for an energetic summer of preparation by many volunteer members. Landscaping on two sides of the Visitors Center creates a much improved appearance for arriving visitors in the form of granite curbing, new sod, a gravel perimeter walkway, shrubs, and five of the lamp standards retrieved many years ago from the town of Wellesley, Massachusetts. Other improvements to the appearance of the property were accomplished by teams of volunteers. Demolition of the electric shop removed a long-standing eyesore and cleared the way for better drainage and landscaping in the vicinity of the dining car and Riverside Barn. The greatest single impact of the cleanup effort was the relocation of the piles of stored railway car trucks from the approaches to Central and Fairview Barns to a newly constructed storage track along the north side of Fairview. Donated materials as well as labor have transformed one of the two yard office structures, acquired from the Maine Central Railroad, into a functional headquarters for the Track Department. Improvements to the track itself centered on relaying several hundred feet more of the "70 lb. curve" in the main line with 85 lb. rail together with new ties and crushed rock ballast. Nearly 100 ties were changed out of the upper tangent of the main line under the RS&E catenary towers. More materials for the long awaited extension of the main line were acquired in 1983. Included are two truck loads of ties and about 700 track feet of relay quality, 100 lb. rail retrieved from an abandoned quarry in Wells. The initial construction of the extension is now scheduled for summer 1984. These are some of the highly visible, internal factors which contributed to 1983's success. Progress in Town House Shop is the subject of a separate, more detailed report.

It is indeed gratifying to acknowledge that participation by the membership in museum programs continues at an exceptional level. In 1983 more than 200 out of the total of 1,045 members, or over 20 percent, took part in one or more activities. Any volunteer organization which involves at least 10 percent of its membership is considered to be successful. This statistic is one in which each and every member of our Society can take great pride.



ABOVE — A skilled "subsidized volunteer" applies finishing touches to the lettering on San Francisco cable car 48. This car has been largely restored by a grant from the Institute of Museum Services. Scheduled for completion in '84, it should be an outstanding exhibit in Highwood Barn.  
WOOLNOUGH

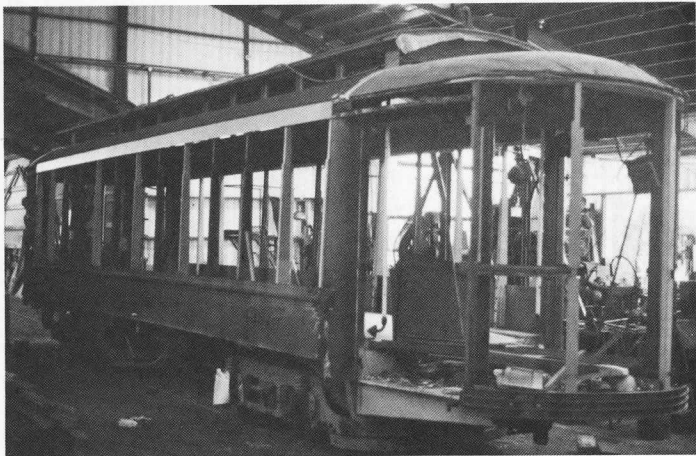
BELOW — A group photo of volunteer crewmen who staff our passenger operations. Thanks to the countless hours volunteered by these STM members, we are able to provide our visitors with streetcar rides — our chief source of income.  
WOOLNOUGH

Less visible but equally important were the effects of the stalwart band of volunteer members who promote and publicize the museum. Preparing and overseeing the printing of the museum folders, and distributing them by the thousands is just one activity of this group. Representing the museum at travel shows and tour bus marketplaces is another. Supplying the public service announcement spots to television stations is yet another, along with preparing and issuing news releases for special events and other museum developments.

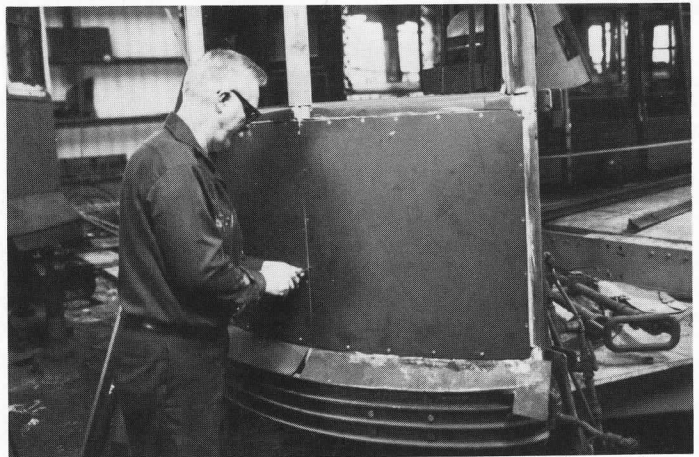
Three notable acquisitions were added to the collection in 1983. From the City of Boston came two horsedrawn omnibuses which had been stored for many years in a warehouse. One is equipped with runners for winter time service. The other, on wheels, is believed to be a sheriff's van built from the same plans used for passenger carrying omnibuses. Both vehicles are very fragile, and when fully restored, will represent the earliest stage of urban mass transit in our Boston collection. The third acquisition represents the other end of transit vehicle evolution, the trackless trolley. Trolley coach No. 627 had been donated several years earlier by the Seattle Metro, and arrived in December 1983 after a cross-country trip on a low bed highway trailer. This is by far the longest overland haul of any North American vehicle brought to the museum property. To facilitate the arrivals (and occasional departures) of rail vehicles, the new ramp track, begun in 1982, was completed in 1983. The new switch forming the second half of the crossover between the "Rip Track" and the main line was ballasted and tamped as was the ramp track itself.

The "bottom line" of any year's operation at the museum is the financial results. Overall cash flow during 1983 was better than any of the preceding four years. The Association of Railway Museums convention and the activities centered around the stamp ceremony were the major contributing factors together with the generosity of Society's membership whose cash contributions provided support for a variety of museum programs and whose loyalty is gratefully appreciated. Details of the museum's fiscal activities are given in the accompanying audited financial statements and in the chief financial officer's narrative report.

Looking ahead to the future, 1984 and beyond, our top priority will continue to be raising the necessary funds to support the growing collection. The continuing financial support from within the membership is acknowledged with deep appreciation. We also acknowledge that far greater support from *outside* the membership is the ultimate answer to our funding requirements. The Trustees, staff, and membership share equally in this responsibility. We must seek therefore new directions in our fund raising efforts to support present and future capital projects. Our ability to accomplish this will determine the future course of the Society and its museum.



LEFT — Eastern Mass. St. Ry. No. 4387 finally retracked after completion of major structural repairs, overhaul of trucks and preventive maintenance work on motors. TSdeB



RIGHT — 4387's second vestibule is being reassembled, the first one having been completed the year before. WOOLNOUGH

### CURATORIAL ACTIVITIES CARSHOP REPORT

For the past few years two of our members have been diligently working on a general refurbishing of Portsmouth, Dover & York Mail Car 108. This has included not only time spent at the museum but countless more hours at home working on smaller parts such as the sash, preparing lettering stencils, etc. The decision by the Postal Service to conduct the First Day Cover ceremony for the release of the Streetcars Stamps resulted in concentration of both volunteer and shop effort to complete the car in time to take part in this grand event. Structural repairs to one end were completed, followed by reinstallation of the dash panel. A portion of the roof canvas was replaced and painted. The body of the car was totally sanded, primed, painted and lettered. In addition many smaller details and some mechanical repairs were completed. The finished car makes a splendid appearance and was truly a star during the stamps release.

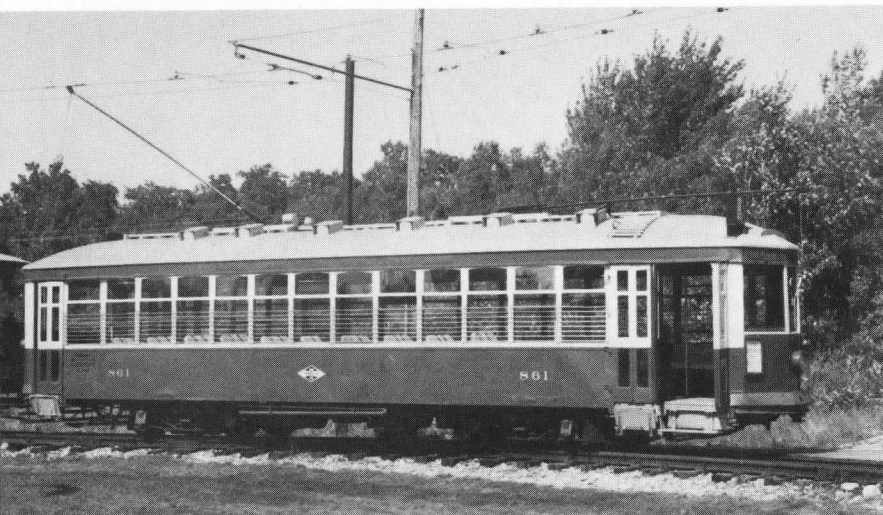
The other Railway Post Office, New Bedford 34, was another example of a combination of volunteer and shop crew efforts. Its second motor had its shaft straightened and the commutator turned. It was installed and run, but further work is necessary. The fender and steps were also rebuilt, and the car was also an important part of the postal ceremony.

The major project completed in 1983 was the extensive mechanical work on Milwaukee 861 which allowed the car to be placed back in passenger service. The car was raised six feet in the air and set on car body horses allowing easy access to the air system. One of the members of the summer shop crew was a retired plumber and with his skill the entire air system was re-piped, including replacement of one air tank which failed the hydro-test. At the same time the motors were removed from the trucks, disassembled, cleaned and sent to Stultz Electric Works, in Westbrook, Maine, for dipping and baking in insulating varnish. Two armature bearings were rebabbitted by the museum and the trucks were scraped and repainted. After it was released for service it was necessary to return the car to the shop for a few final adjustments and since then the car has given quite satisfactory service, the culmination of several years of restoration.

Brooklyn Convertible 4547 has been a major part of the shop program since November, 1981 and is now to the point where we anticipate its completion during 1984. This project has been made possible through donations by a sponsoring member combined with substantial funding by other members who are donating to the Brooklyn Trolley Club. Its four traction motors, which have previously been overhauled by the shop, were sent out for dipping and baking, making a total of thirteen sent to Stultz Electric in 1983. These have been reassembled and test run. One truck was literally ripped apart, so bad was the build-up of salt corrosion. Rebuilding of this truck has been started but the project has been complicated and delayed by technical problems. It is expected to have this truck back together, square and true, and to also rebuild the second truck during 1984. Many of the original ash window posts, which were originally spliced in order to maintain our policy of conserving as much of the original car as possible, proved to be unsound and most were re-made totally new.

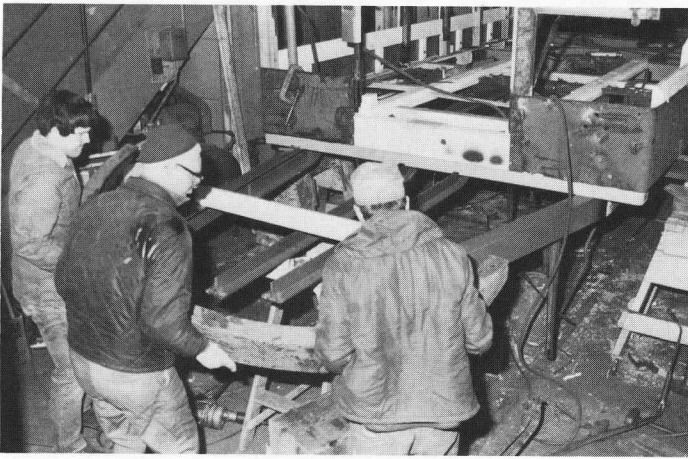
The final third of the southern pine sub-floor was laid and the main maple floor was then installed above and painted its first two coats. A major project has been the near complete remaking of the seats. When the car was last in service bags of salt were stored on them, which leached out of the bags, down through the cushions and onto the seat frames, themselves. This resulted in severe corrosion and deterioration of the seat cushions and frames. New seat cushions were made last year. Iron castings for seat frame components were made as necessary, using originals as patterns, some of which had to be assembled from broken fragments of several old parts. These are now complete. The upper headlining had been rain-damaged and was replaced with birch plywood and the lower side headlining panels were stripped and painted with white enamel and are awaiting application of gold striping.

Our other major rebuilding project, on Eastern Massachusetts Street Railway semi-convertible 4387 is now in its third year. Thanks to the much-appreciated donations from many members, nearly 50% of the costs of this project have been contributed to the museum in support of this very popular car. The motors were disassembled and sent out for dipping and baking. One was discovered to have a faulty armature so the armature from a similar

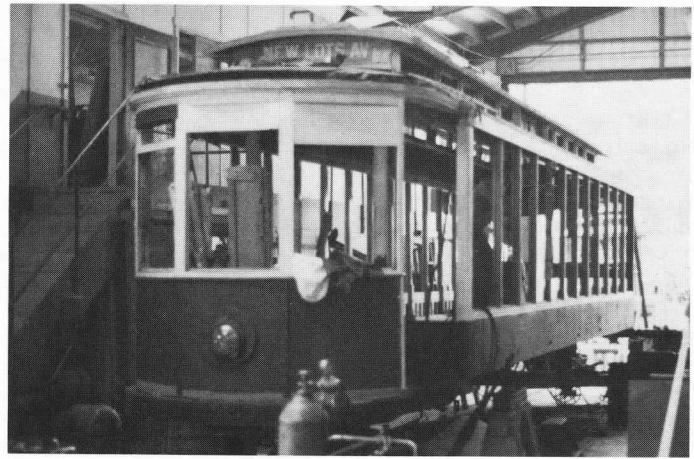


Newly outshopped Milwaukee car 861 is once again, after an absence of many years, one of the mainstays of the passenger operation. This picture shows it laying over on the loop in front of the Visitors' Center. TSdeB





Brooklyn Convertible 4547 has "come a long way" in the last two years. View at left by WOOLNOUGH shows the start of rebuilding the first vestibule two years ago. View of car at end of 1983 shows car body almost completely rebuilt.



TSDeB

motor from a spare Boston center-entrance car truck acquired years ago was substituted. After test running the four motors were installed in the trucks and the car lowered onto them. The clerestory was stripped of many layers of old paint, and the lower deck of the roof was recanvassed and painted. The southern pine sub-floor was completed and new grooved maple surface floor and motor traps were made and installed, keeping the unique and rather unusual Bay State Street Railway design. The second platform has been reassembled, including new dasher panels, and all truss panels inside between the window posts were rebuilt and reinstalled. A first for Seashore was making a press brake out of the arbor press and actually making new truss panels. The new window posts were installed and wired for the buzzer system, and new letterboards were made and installed.

Thanks to federal funding through a grant from the Institute of Museum Services, San Francisco cable car 48 is being made ready for static display. It was first completely photographed and tracings made of the latter day lettering and striping. Then the paint was carefully scraped layer-by-layer, exposing earlier paint schemes, which were similarly traced. The surface was then sanded smooth and has been largely repainted. The roof was recanvassed, much "gule chip" glass replaced in the clerestory and a beautiful pair of brass bells obtained from the San Francisco Municipal Railway were mounted on the roof. It is hoped to complete this treasured exhibit before next summer.

Philadelphia & West Chester center door car 62, normally a mainstay of the passenger fleet, was out of service for most of the year after suffering two successive traction motor armature failures — one in February and the other in September. These very expensive failures turned out to be caused by a mis-adjusted control reverser interlock which stuck in mid-position, causing a direct short across the armatures. The first armature was completely rewound, including a new commutator — a first for us — by Stulz Electric; the field coils were completely reinsulated with fiberglass, reinstalled, and the entire motor case vacuum-pressure impregnated with epoxy. The car was reassembled and operated for a brief period when the as-yet undiagnosed problem caused the second motor to fail. Its armature is to be rewound and the fields have all been rewrapped. While the car was out of service about two-thirds of the car was stripped and repainted, including new lettering on one side. A number of the cane seats were also reupholstered. It is expected to have the car back in service in 1984.

Through a grant from the Maine Commission on the Arts and the Humanities, Aroostook Valley Railroad locomotive 52 had its roof rebuilt and recanvassed. This grant enabled us to preserve much of the original car structure before extensive advancement of deterioration. It also attracted considerable volunteer efforts to the car which resulted in rebuilding and reglazing of the sash and partial repainting of the car body exterior.

A start was made on the restoration of New Orleans car 966 in a fine display of inter-museum cooperation. The director of car restoration at the Connecticut Electric Railway museum at Warehouse Point made new doors for their New Orleans streetcar on our shop machinery. For a very modest fee he built a second complete

set of doors to outfit our car, including milling in for us some minor variations he discovered on car 966's doors which differed from their car 836. These doors were made from African mahogany, as were the original doors. This work saves many future hours of time for our personnel in the pending restoration of car 966, which we anticipate will commence late in 1984. As a part of this deal our shop band saw also received some overhaul work.

In conjunction with the upcoming restoration of Boston center-entrance cars 6131 and 6270 we exchanged the Taylor trucks beneath our third center-entrance car, 6309, with a similar spare set. The trucks from 6309 were then given to MBTA to be exchanged for the last pair of proper M.U. center-entrance car Brill 77E trucks on the property, now under a line car. This pair of trucks is needed to properly equip car 6131, which currently has 6300-type Taylor trucks. MBTA released the Brill trucks primarily because their wheels are worn. We will re-equip them with spare wheel/axle sets on hand.

Car shop sessions were a major component of the ARM Convention. Seashore has always been proud of what the shop produces and the techniques it has rediscovered or developed over the years. During the convention seminars were put on by several members demonstrating sign and letter making, seat upholstery, riveting and steel work, car painting, woodworking techniques, truck and wheel work and car motor work. The last was done in conjunction with Stulz Electric Works, which sent down three men and equipment to actually diagnose problems and show how a commercial shop would approach problems of museum equipment. Many comments and replies have been received as to the extreme value of all seminars. In ten years we should be ready to host another convention with many more new ideas.

The shop crew size varied from two-to-three during the winter months to a maximum of ten employees during the summer. In addition, during the year over seventy interested members volunteered their time on restoration work in our shop. All members who are interested in car restoration work are encouraged to spend time in the shop to assist in the restoration of our collection. As shown above a wide variety of projects are simultaneously underway requiring all ranges of skills, from the most basic to highly technical.



Work progresses on new New Orleans car doors for two museums.

WOOLNOUGH

## 1983 VOLUNTEER CAR RESTORATION

1983 was an especially active year for volunteer car restoration. Not only was much effort expended directly in conjunction with projects being worked on by our regular year-round shop crew, but a number of other cars received varying amounts of work as individually-sponsored volunteer projects. Following is a rundown of the activities in this very important phase of the restoration of our collection:

Three Boston PCC cars acquired in 1982 arrived in overall fairly good condition and efforts were concentrated to keep them as assets to the collection. The paint on ex-Dallas car 3340 was starting to deteriorate so this car received extensive surface preparation, some necessary body work at both ends, and a complete paint job in the Mattapan-Ashmont Red Line red-white-gray paint scheme as when originally received by us from MBTA. The car gives a very pleasing appearance. Inside, cleaning and touching up of the still-good paint job has been largely completed and the longitudinal seat and stanchions along one side have been removed to allow installation of the original style cross seats which were removed by MBTA several years ago. These seats were reupholstered by a skilled shop employee, and look very good. Volunteers collected, repaired, stripped and painted the cross seat frames which had been acquired from Mattapan when the seats were replaced. Stanchions to hold the fare boxes were reinstalled. Some mechanical work was also done to the car, but this work is incomplete. The car was reconverted to double-end operation including addition of new trolley boards, base and pole, headlight and proper marker lights. Work in 1984 will include shop repairs to roof, additional mechanical repairs, seat installation and some interior painting.

The tangerine body of PCC 3127 had been repainted when last overhauled by MBTA, so this was touched up, together with full repainting of the upper half of the car, also making for a very nice appearing car. The old style two-tone green interior was in amazingly good condition so was touched up as required, together with painting the seat backs and frames. Newly upholstered seats were installed and the combined effect looks very good. As with 3340 some mechanical work was begun, but not completed, and some roof work, though planned, could not be done. This is planned for 1984, together with some floor tile work, seat frame repairs and mechanical work to make the car operational. Car 3083 was also touched up and missing battery compartment doors, the MG set door and roof grill covers were replaced. This inoperable car is currently filled with parts and must be off-loaded, have some missing seats replaced, be touched up inside and possibly made operational during the upcoming year.



Work has been accelerated on Wheeling Curveside No. 39. One of car's major sponsors is shown fitting a backing strip into roof framework in preparation for application of wood roof sheathing. WOOLNOUGH



A father and son team has been doing extensive restoration work on Chicago Surface Lines 225 for some time. Here, they are working on 225's interior finish. WOOLNOUGH

Chicago Surface Lines Red Pullman 225 has been moving steadily as a volunteer project since 1976. Major progress was made in 1983 and the end is in sight. To propel the car into our growing ranks of restored cars in operation for our visitors the volunteer sponsor of the car will inaugurate a fundraising program in 1984 to underwrite some major shop work which he cannot perform. This includes truck and motor work, repairs to the platform knees and repairs to roof ventilators. We hope that members who include Car 225 among their favorites will help in this phase of the restoration.

The latest volunteer restoration activity has included stripping and varnishing all the window sills and wainscoting plus scraping and painting the baseboard panels. All the window sash, associated mouldings and post caps have been taken home by our sponsor, who has stripped and refinished them during the prior winter and installed them back in the car last summer. The seat frames on one side of the car have been sanded, treated with rust inhibitor, primed and painted, followed by a thorough cleaning of the cane upholstery. Similar work has begun on the seats across the aisle. The car advertising cards have been cleaned and plastic-laminated for permanent protection. Progress in 1984 is anticipated to include completion of the seat frames and varnishing of the upholstery, installation of the side signboxes and new leather straps already made up, as well as vestibule sash which are at home for refinishing over the winter. Also to be installed are the large swinging bulkhead doors. Altogether this project is proceeding very nicely.

1983 marked a milestone in the long-term restoration of Wheeling Curved-Side car 39. After years of effort, the structural steel rebuilding was completed with final assembly of the second platform. Now virtually the entire frame and sheeting of the car has been replaced with newly fabricated pieces. Receiving even more attention than the steel work, the thorough reconstruction of the roof advanced significantly. New carlines (roof cross frame members) were fabricated and installed for the first platform, and the entire main roof of the car. Many supporting braces were also renewed and matched with the steel and aluminum components of the composite roof structure.

As in 1974, the work on car 39 was featured in the metalworking seminar at the ARM convention, with techniques used demonstrated to a group of 40 participants. Plans for 1984 call for reconstruction of the second vestibule wood framing, completion of the roof and letterboard framing, and a beginning of mechanical re-equipping.

Boston PCC 3342 is in the midst of conversion to its original configuration as Dallas Railway & Terminal 608. With the return of the car's sponsor from California work resumed in earnest. The Tomlinson drawbars were removed and the original lifeguards then installed beneath the car, as was the original style end skirting panels, dash lights, and trolley retrievers substituted for Boston's catchers. Two-piece destination signboxes from Dallas were retrieved from storage and refurbished preparatory to installation,





*With most of the transportation costs of moving Vienna 4216 (formerly Manhattan/Bronx Third Ave. Rwy. 631) having been raised through donations to the President's Club, attention has now been turned toward its restoration. Here repairs to the roof bonnet are underway. TSdeB*

and run number boxes and stanchions to hold the fare box were installed at each end of the car. A full set of worn cross seat cushions were reupholstered and installed in the car, matching the brown leather seat backs from Dallas which the car's seating already had. This program is continuing towards completion as we go to press.

Third Avenue Railway System (Manhattan-Bronx) car 631, which acquisition costs have been generously supported by many donations to our President's Club, is now under restoration back to its New York appearance. So far work has concentrated on removal of modifications added while the car operated in Vienna, Austria, which obtained the car after World War II under the Marshall Plan. The roof has been stripped of all gear, including the pantograph, route number signs, rope guards and other fittings used in Vienna, as well as the still-extant trolley boards and the roof canvas covering, itself. Some of the tongue and groove roof board sheathing over the vestibules has rotted and has been removed, as has some of the canvas tacking strip along the main car body. This part of the roof is covered only by Haskelite, a masonite-like material, and it may have to be renewed. On the interior the Vienna additions of luggage racks, handstraps, protruding advertising racks mounted over the standard car card racks, and conductor desks, have all been removed for storage. The car is in overall good condition and this conversion work is continuing. We believe that the many members who are supporting the costs of this car will be very pleased with the car as it returns to its appearance when new when it was part of the streetcar era on 42nd St. and Upper Broadway.

Our Chesapeake & Ohio Burro Crane BC-27 is among the most useful pieces of equipment on the property and is heavily used for track construction and repair. During 1983 it was substantially upgraded. On the mechanical side the starter and generator were rebuilt, while the ignition wiring was replaced. Body work consisted of removing the side panels which were taken apart, stripped of old paint, primed and placed back on the unit.

The long-term restoration of Boston Type 3 Snow Plow 5154 moved along during the year. One side which proved to be badly rotted was removed from the side door to the end of the car, as was the belt rail. This included wood and steel siding and a heavy interior continuous steel plate. Its sponsor made a new center shear steady — a composite heavy wood and steel support for the center plow blade which is diagonally under the center of the car. In the removal of the side, extensive documentation by photographing and taking of precise measurements of cross sections of the corroded pieces was done. Some original non-corroded sections will be re-used in fabrication of the new side plate. The wood pieces which will comprise the new sill beams have been made up. They will be laminated into two large beams, which will support the new steel side member and the repaired posts.

Boston Main Line Elevated cars 0997 and 01000 were somewhat upgraded mechanically in 1983. This included repairs to the brake

systems, lighting circuits, and the battery charger of one car was rebuilt.

Boston trackless trolley 8361 was removed from hidden dead storage after several years and placed on exhibition. Subsequently it was made operational by volunteers rebuilding the master controller and replacing some burned coils. In addition the roof was sanded, primed and repainted, and the generally good appearing interior was touched up as required. In 1984 similar touch-up work will be done on the exterior.

Our newly-acquired Seattle trackless trolley 627 arrived without poles and with other roof equipment removed to facilitate shipment to the museum. Poles from stock were primed, painted and installed, together with bases and other gear. The coach was also thoroughly cleaned inside and outside.

Last, but by no means least, our corps of volunteers in Boston who work year-round on MTA cars 475 and 5734 at Watertown Carhouse have also accomplished much during the year. Type 5 car 5734 received major steel work with replacement of a cross member and the leveling of the adjacent vestibule. Rebuilt brake rigging for the entire car was installed and some brake shoes were replaced. All the wires on the roof were replaced from pole to pole. In addition much routine maintenance was performed to have the car available throughout the year for charter trips. 5734 was the feature of a system-wide tour during the ARM convention. The car was supplemented with an LRV, but for portions of the tour the LRV could not accompany the Type 5. 5734 then carried all 125 participants on these segments, very typical of the loads it actually carried in regular transit service a generation ago when its last duties consisted of filling gaps in regular service and in subway shuttle service where double end cars were required.

The overall effort at Watertown actually concentrated more on 1903-built box car 475. As we go to press about 90% of the exterior of the car is completed. This includes both vestibules being completely rebuilt, the roof caulked, roof boards replaced where needed, and all new canvas. The sides were stripped, new ribs replaced as required, new siding and new rub rails made and installed. The car is now operational with hand brakes since the compressor has not yet been reinstalled. New bearings for it were made in Maine and some parts were secured so that soon we will reassemble the compressor and make it operational. New air piping was installed where needed and the air system checked out for leaks. The greater part of the exterior has been primed and sanded and is ready for final spraying. All the hard work on this car over the past several years is beginning to pay off.

## ACQUISITIONS

Twin Coach, one of the leading builders of buses and trackless trolleys for many years, is now represented by two vehicles acquired during the year. Seattle Metro trackless trolley 627, formerly 867, built in 1940, is our first vehicle from the Pacific Northwest. Seattle built a large trolley coach system and eliminated all streetcar and cable car lines in 1940-41, becoming the largest city in North America without rail transit. During the 1960's trackless trolley operation diminished to the point that barely 60 coaches remained



RIGHT — Seattle Trolley Coach 627. WOOLNOUGH

on several mostly-short lines. These surviving units, however, were maintained in excellent condition until retired in 1979 in preparation for total reconstruction and expansion of the trolley overhead system accompanied by a new and much larger trackless trolley fleet. At this time 627 and its mates were the oldest fleet of rubber tired transit vehicles in service in the United States. Seattle Metro kindly donated 627 to the Museum and its fine condition is a credit to the excellent maintenance standards for its fleet.

The other Twin Coach acquired is (Providence) United Transit Company gasoline bus 7217. Built in 1947, it was donated by Anthony Mancini, of Cumberland, Maine, who had purchased the bus a number of years ago. This type bus was Twin Coach's standard post-war production bus and was of a much advanced body design featuring a streamlined front end and fluted side trim. The body style became the basis for the New Look bus designed by GMC almost fifteen years later and still built until recently. Unfortunately, before it could be moved to the Museum, vandals smashed the glass which must now be replaced with re-cut safety glass now on hand. The bus has been temporarily closed in until this can be done. We are also in the process of acquiring some missing components for this ultimately important exhibit.



*A view of UTC Twin Coach gasoline bus No. 7207 in Providence, a mate to 7217 acquired by Seashore.  
Wonson Collection*

Omnibuses — the pioneer vehicles of the mass transit industry are finally represented in Seashore's varied collection. Two vintage omnibuses were made available to the Museum through the interest of the Commissioner of Public Works of the City of Boston. Both vehicles are of the type used in Boston in the 1880s by Hathorne Line and Hobbs Omnibus Company, who later sold their vehicles to the Metropolitan Horse Railroad and the West End Street Railway, which companies used them on special routes and for charter service.

The City of Boston acquired them many years ago but details are lacking. One had been adapted for use as a police van and the other was used for general purposes. One omnibus is equipped with steel-rimmed spoked wheels while the other has sleigh runners for winter use, a common practice in old Boston. The Museum is researching these two priceless exhibits so their restoration will be as accurate as possible.



*New truck storage track alongside Fairview Barn.*

*TSdeB*

## TRACK DEPARTMENT

1983 was an extremely busy year for this Department with four major areas worked on. With two special events scheduled for early fall, the A.R.M. convention and then immediately following the ceremony dedicating the new trolley stamp issue, to say nothing of the all important visit in conjunction with re-accreditation by the A.A.M., first priority had to be given trackwork aimed at "good housekeeping". First and the most logical of steps was to complete the crossover tying in the new unloading track and ramp with the old "rip" track. Putting in the timbers on hand for this switch, installing a permanent switch throw, and final ballasting nearly completed this job. A last touch was the spreading of a load of fine rock in the devil-strip between the turnout and the adjacent main line.

Before the next job could be tackled, the long hoped for and generous donation of the quarry rail in Wells was formalized by the owner, the John Swenson Granite Company of Concord, New Hampshire. Immediate steps were taken to cut down the brush and small trees that had overgrown the disused trackage, and to apply chemical suppressant to the poison ivy prevalent in the area adjacent to the track. Then followed preparatory work in spike pulling and removal of joint bars. Because so much of the track was buried under grass and each rail found to be tied to the opposite one with tie rods coupled with the discovery that the ties were of better quality than expected, further work was postponed until the first (and as it turned out, the hottest) weekend of July, when a maximum number of volunteers would be on hand along with the necessary machinery. Rails were dragged out in strings of three, the remaining joints broken and loaded on the flatbed trailer. The backhoe was kept constantly busy dragging strings of rail, loading individual rail lengths on the trailer, and loading the "Other Track Material" into the dump truck. Two days were required to complete the job with rails, generally unsorted, into one area, the hardware into another and the ties rushed over to the next top priority job, the truck storage track.

This track was intended as still another step in preparing the museum for the aforementioned special events. Located along the north side of Fairview Barn, this track was set up for an orderly and accessible by truck storage area for the spare trucks and wheelsets spread out between Central and Fairview. Rails for this work were the 60' lengths of old Atlantic Shore 70# rail being replaced on the main line curve near Meserve's. When completed, the track was turned over to another crew for sorting out, pairing and moving trucks onto it.

With this task completed the next job undertaken involved sorting and neatly stacking the re-usable rail and the joint bars, tie plates and other hardware items from the Swenson Quarry. Of the 1300 track feet of the RA 100 pound rail obtained, some 700' or close to 55% were found to be of main line quality, some more suitable for secondary track construction and the balance, put in a third pile, designated as scrap. That selected for the main line extension had to be toted out on small flat cars at such times as not to interfere with passenger service, with return trips picking up scrap rail here and there that had been taken out.

Attention once again turned to changing out more of the worn 70# rail with 85# ASCE rail to bring up still another 100' of the "long" curve to minimum standards. The work of changing out this rail had been an ongoing project for the last several years. This 1500' section of track was built with rail purchased from the Sanford & Eastern Railroad, dating back to the museum's reunification program starting in 1960. Original Atlantic Shore rail, it had been taken up, scarcely worn, by the York Utilities and used to relay River St. in Sanford. Unfortunately motive power for hauling freight cars had gone from 25 ton electric locomotives such as the museum's #100 under York Utilities operation to first 44 tonners and then finally a 70 ton diesel at the end of the Sanford & Eastern's operation. Once the outermost end of Seashore's main line and used by lighter rolling stock it had become a weak link in the middle of the two heavier rail sections. The rough ride encountered on this stretch was not only hard on the passengers but also on our open cars that range from 70 to 84 years old.



Three factors have dragged out the completion of this project, the difficulty in maintaining a steady supply of good quality 85# rail, the relative shortness of time available for "breaking" the main line, and lastly this project's place on the list of priorities. When work finally halted for the year with the supply of 85# rail exhausted, the change out program had been 57% completed with 650' still to go. But not only did an additional 400 track feet of 85# rail come as a donation of a siding in Lewiston, arranged by the Maine Central Railroad, but negotiations with the Boston & Maine Railroad were concluded on the last day of the year providing for STM's purchasing and removing the remaining side tracks in the B & M's Kennebunk yard. Track materials involved included 1974 track feet of 85# rail and 735 track feet of 75# rail, all in good condition. Additional joint bars would be obtainable from some yard trackage being removed in Biddeford. At long last one of the most formidable obstacles in the way of bringing the main line completely up to minimum standard had been removed.

Final work for the year involved the salvaging of two 70# "Worcester" switches from the old lower yard and the start, employing them, of a new two track yard east of the car shop. When completed they will be used for the storage of P.C.C. cars gotten principally for storage of parts and for cannibalization to keep the "revenue" and or exhibitable ones in serviceable condition.



*The rail changeout program progresses steadily northward as the worn Atlantic Shore 70 pound rail is replaced with A.S.C.E. 85 pound rail. Re-alignment of the curve and rebalasting with crushed stone are included in this program.*  
R. T. Lane

#### MAJOR PROJECTS UNDERWAY AT THE (BIDDEFORD) NORTH TERMINAL

But for one person's efforts, time would soon be erasing all traces of the museum's none too successful experiment with passenger operation at the "Terminal". Problems existed at both ends of the half-mile run extending easterly from Route 1. The only affordable land available for the actual terminal building was almost completely hidden from motorists' eyes by the overpass, voiding most of the benefits that otherwise might have accrued from that location. The shortness of the ride coupled with the heavy capital expenditures that would have been required to push the line any farther east toward the Atlantic Shore Line right of way, led to the abandonment of this operation and the return to the original, or Shops area by 1961, where work on car restoration and the construction of car barns and storage tracks had continued. In the seventies opportunity availed itself to STM of swapping various parcels of land through a development company in Biddeford. Certain pieces of land north of the point where the line, as projected, would curve to the west away from the A.S.L. roadbed, were traded for others that would form a buffer zone along the Biddeford side of this east-west segment of the rt. of way extending out to Route 1.

(Continued on page 10)

#### LINE DEPARTMENT

The only major job undertaken in 1983 other than routine maintenance of the overhead line work was the installation of trolley wire over tracks 1, 3 and 4 in Central Barn. This should greatly reduce "bugging" operations in the seasonal shifting of rolling stock.

In preparation for pole setting for the forthcoming extension of the main line, an extensive rehabilitation of the GMC truck with the pole digging equipment was carried out. The 1951 cab end and engine of the old truck was cut off and replaced with a 1965 GMC section, which was grafted on to the old Silent Hoist deck and rear set of tandem axles. The original '51 truck had been procured for the expedition to Allentown for loading Liberty Bell 1030, and had long been in need of retirement. The revamped unit after a new paint job was soon put to work, first with the setting of a new pole to raise trolley wire height in the vicinity of the Dining Car, and then to relocate a dead end pole beyond Tower 8 that was blocking track laying. As in the past, trolley wire will be supported by temporary wooden poles and bracket arms until the track is laid to permit the use of a crane car to set additional R. S. & E. towers. Additional tower sections will be sent out to be sand blasted and primed to be in readiness for the 1984 push.

Tower 8, which has marked the end of our main line for a number of years, is the eighth of sixteen towers or gantries salvaged by us with the permission of the Niagara Mohawk Power Company from the Rochester, Syracuse and Eastern right of way of the 90 mile interurban that once linked those two cities. Identical towers also built by Archibald-Brady of Syracuse were used on "ideal" stretches of track on the Empire United line to Oswego, N.Y. and on the Northern Ohio's Northfield cut-off between Akron and Cleveland. King-size versions of these were used by the Boston & Maine Railroad at the approaches to the Hoosac Tunnel. The Buffalo Niagara Falls Hi-Speed line and the Boston, Revere Beach & Lynn employed similar towers but more modern in design.

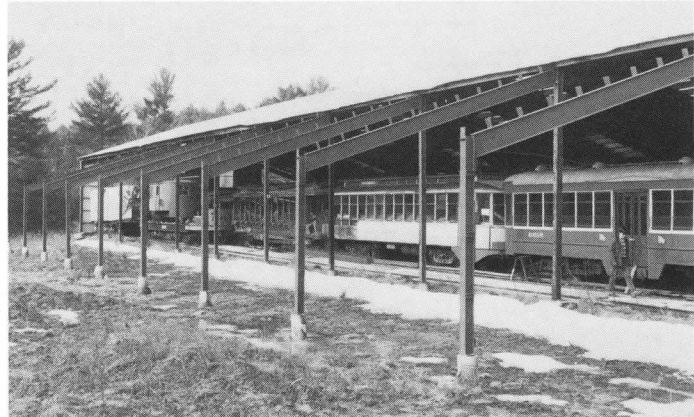


*ABOVE — The Swenson Quarry rail is moved out for the main line extension on small flat cars with the assistance of the now indispensable Burro crane.*

R. T. Lane

*BELOW — Lean-to construction on the south side of Central Barn progresses.*

R. T. Lane



NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

BALANCE SHEET

(With Comparative Totals for 1982)

Assets	December 31, 1983			December 31, 1982
	Current Unrestricted	Current Restricted	Plant Fund	Total
Current assets:				
Cash	\$ 530	\$ 9,466		\$ 9,996
Savings account	5,895	31,920		37,815
Accounts receivable, net	1,599			1,599
Grant receivable				
Loan receivable		1,600		1,600
Due from current restricted fund	1,558			1,558
Short-term investments	29,470	29,013		58,483
Inventories	40,887			40,887
Other assets	255			255
Total current assets	76,194	71,999		148,193
Fixed assets - net			\$501,498	501,498
Total assets	\$ 76,194	\$ 71,999	\$501,498	\$649,691
Liabilities and Fund Balances				
Current liabilities:				
Current portion of long-term debt	\$ 885		\$ 9,915	\$ 10,800
Accounts payable and accrued expenses	11,901	\$ 4,673		16,574
Due to current unrestricted fund		1,558		1,558
Deferred income	5,748	65,768		71,516
Total current liabilities	18,534	71,999	9,915	100,448
Long-term debt, less current portion	10,450		69,200	79,650
Total liabilities	28,984	71,999	79,115	180,098
Fund balances:-				
Plant fund			422,383	422,383
Unrestricted:				
Designated by the Board of Trustees	20,622			20,622
Undesignated, available for general activities	26,588			26,588
Total fund balances	47,210		422,383	469,593
Total liabilities and fund balances	\$ 76,194	\$ 71,999	\$501,498	\$649,691

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 1982)

	Year ended December 31, 1983			Year ended December 31, 1982
	Current Unrestricted	Current Restricted	Plant Fund	Total
Support and revenue:				
Contributions and bequests	\$ 19,976	\$ 89,283		\$109,259
Contributed services	66,306			66,306
Grants				
Membership dues	7,433			7,433
Admissions	76,560			76,560
Investment income	5,761			5,761
Miscellaneous	26,285			26,285
Revenue, auxiliary operation	67,006			67,006
Total support and revenue	269,327	89,283		358,610
Expenses:-				
Program expenses:				
Curatorial and exhibits	99,571	36,407	\$ 7,648	143,626
Support expenses:				
Membership	26,425		232	26,657
General and administrative	84,211	5,517	3,136	92,864
Fund raising	4,231			4,231
Total support expenses	114,867	5,517	3,368	123,752
Auxiliary operation	56,663	7,331	4,119	68,113
Total expenses	271,101	49,255	15,135	335,491
Excess (deficiency) of support and revenue over expenses	(1,774)	40,028	(15,135)	23,119
Transfers for retirement of debt	613	(9,627)	9,014	
Transfers for property and equipment acquisitions	(20,139)	(30,401)	50,540	
Excess (deficit) of support and revenue over expenses after transfers	(21,300)		44,419	23,119
Fund balance beginning of year	68,510		377,964	446,474
Fund balance end of year	\$ 47,210	\$ -0-	\$422,383	\$446,474

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 1982)

	Year ended December 31, 1983	Year ended December 31, 1982
<b>Sources of working capital:-</b>		
Excess of support and revenue over expenses	\$ 23,119	\$ 38,760
Add income items not affecting working capital in the period:		
Depreciation	15,135	18,665
Contribution of operating fixed assets	<u>(18,974)</u>	<u>(12,084)</u>
Total sources of working capital	<u>19,280</u>	<u>45,341</u>
<b>Uses of working capital:</b>		
Retirement of long-term debt	10,820	9,775
Acquisition of operating fixed assets	<u>31,566</u>	<u>3,274</u>
Total uses of working capital	<u>42,386</u>	<u>13,049</u>
Increase (decrease) in working capital	<u><u>\$ (23,106)</u></u>	<u><u>\$ 32,292</u></u>

Analysis of Changes in Working Capital

<b>Increase (decrease) in current assets:</b>		
Cash and savings account	\$ (3,214)	\$ 24,507
Accounts receivable	(866)	331
Grant receivable	(16,000)	16,000
Loan receivable	1,600	
Due from current unrestricted fund	615	(5,535)
Due from current restricted fund	(11,377)	943
Short-term investments	18,185	21,839
Inventories	(1,068)	(4,647)
Other assets	<u>(1,068)</u>	<u>(365)</u>
Total	<u>(12,125)</u>	<u>53,073</u>
<b>(Increase) decrease in current liabilities:</b>		
Current portion of long-term debt	(1,024)	(382)
Accounts payable and accrued expenses	(7,110)	7,303
Due to current unrestricted fund	(615)	(943)
Due to current restricted fund		5,535
Deferred income	<u>(2,232)</u>	<u>(32,294)</u>
	<u>(10,981)</u>	<u>(20,781)</u>
Increase (decrease) in working capital	<u><u>\$ (23,106)</u></u>	<u><u>\$ 32,292</u></u>

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

NOTES TO FINANCIAL STATEMENTS

DECEMBER 31, 1983

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. Unrestricted revenue derived from membership dues is recorded over the period to which the dues relate. Membership dues received that relate to future years are recorded as deferred income.

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, 1983 follows:

	Cost	Accumulated Depreciation	Net
Land	\$ 47,970		\$ 47,970
Land improvements	33,499	\$ 11,326	22,173
Building and improvements	338,242	61,019	277,223
Track and wire	100,440	33,713	66,727
Machinery and equipment	91,072	82,815	8,257
Construction-in-progress	<u>79,148</u>		<u>79,148</u>
	<u><u>\$690,371</u></u>	<u><u>\$188,873</u></u>	<u><u>\$501,498</u></u>

NOTE 3 - LONG-TERM DEBT:-

Long-term debt at December 31, 1983 consists of the following:

Unsecured promissory 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	\$ 1,677
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	77,438
Unsecured note payable to member with interest at 12.524%, payable in quarterly principal and interest instalments of \$566 through December, 1991	11,335
	90,450
<b>Less - current portion</b>	<u>10,800</u>
	<u><u>\$ 79,650</u></u>

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

Year ending December 31,	Amount
1984	\$10,800
1985	\$10,571
1986	\$11,764
1987	\$13,260
1988	\$14,949

NOTE 4 - DESIGNATION OF UNRESTRICTED FUNDS:

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

	Balance December 31, 1982	1983 Disbursements	1983 Designations	Balance December 31, 1983
Car Barn fund	\$ 7,789	\$ 7,789	\$15,000	\$15,000
Restoration of cars	<u>5,622</u>			<u>5,622</u>
	<u><u>\$13,411</u></u>	<u><u>\$ 7,789</u></u>	<u><u>\$15,000</u></u>	<u><u>\$20,622</u></u>

**Price  
Waterhouse**

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

April 21, 1984

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, 1983, 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 FINANCIAL OFFICER

As has been the case since 1980, the New England Electric Railway Historical Society, Inc. continues to experience a gradual decline in visitor attendance despite an increasing concentration on advertising and promotion. Total attendance in 1983 was 34,700, however approximately 950 of these attendees can be attributed to the 1984 annual convention of the Association of Railway Museum and the Trolley Stamp Dedication ceremony, both of which were held in early October. This means that, without these two "extra-special" events, museum attendance in 1983 was 33,500, compared with 33,836 in 1982, 35,130 in 1981 and 38,973 in 1980. The decline is gradual but is nonetheless there.

Of course, as our attendance drops, so does our income from the public. As shown in the attached audited financial statements provided by our independent auditor, Price Waterhouse, 1983 revenues from aggregate museum admissions which includes gate admissions, fare box donations, diner food sales on Special Event Days and net proceeds from fantrips held in Boston on the museum's Boston Elevated Railway Type 5 Car 5734, totaled \$76,560. The comparable figures for prior years include \$80,370 in 1982, \$83,758 in 1981 and \$84,577 in 1980.

On an optimistic note, despite a gradual drop in admission revenues, total net revenue from Museum Store operations has experienced a substantial increase. In 1983, it totaled \$67,006 versus \$52,186 in 1982, \$58,657 in 1981 and \$57,819 in 1980. This phenomenal success is mainly due to an increase in on-property register sales brought about by different merchandising techniques implemented by the Museum Store staff and administration. However, revenues from Museum Store mail order sales continue to decline at a rather steady rate. We will be aggressively seeking ways to reverse this trend by such means as additional advertising.

In 1983, the Society continued to experience a substantial increase in support from the members and friends of the museum. Cash contributions in 1983 to both the Restricted and Unrestricted Funds, including funds for deferred, or future, expenses as well as for current expenses, totaled \$69,618 compared with \$90,267 in 1982. While this does not appear to constitute an increase from previous years, it should be noted that, in 1982, the Society received \$24,942 in Unrestricted Fund bequests. Since these are usually one-time occurrences, the net support from members and friends in 1982 was actually \$65,325 and adding in the bequests raises the totals to \$90,267. Thus, cash support from members and friend cash, excluding non-recurring bequests, increased by \$4,293 in 1983. In addition, the value of contributions-in-kind received in 1983 was \$36,124 and of contributed services was \$66,306.

Of special note is the membership support to the Restricted Fund. In 1983, we received \$62,920 versus \$54,418 in 1982 and \$53,454 in 1981. (It should be noted that the \$89,283 shown as Current Restricted Fund Contributions on the Statement of Income, Expenses and Changes in Fund Balances represents both current and prior year contributions that were exclusively applied to 1983 expenses. Current and prior year contributions not used in a given year are shown as deferred income in the Balance Sheet.) This rise is due mainly to the expanded membership fundraising and appeal effort that started in 1982. While the focus of this effort is to raise funds for acquisitions, restorations and museum development activities which the museum could not otherwise afford from Unrestricted Funds, the primary emphasis has been, and will continue to be, to raise sufficient funds to meet the \$1,435 monthly mortgage payment for the Visitors Center on a continuing basis. This emphasis is necessary to keep scarce monetary resources available for other important museum programs.

While some of our appeals may have generated little support, others have been quite successful. For example, as of the end of 1983, the membership and other interested parties have contributed a total of \$32,092 to the Visitors Center Mortgage Fund since its inception in 1981. This represents approximately 66% of our mortgage obligation during this period. As another example, membership contributions have covered approximately 45% of the restoration costs for Eastern Massachusetts Street Railway Car 4387 and approximately 70% of the restoration costs for Brooklyn Rapid

Transit semi-convertible Car 4547.

Overall, total Support and Revenues in 1983 to the Restricted and Unrestricted Funds, was \$358,610, versus \$307,271 in 1982 and \$352,944 in 1981 (1982 Support also included a \$16,000 grant receivable from the Institute of Museum Services of the United States Department of Education). Total expenses for 1983, including \$15,135 for depreciation of museum assets and the expense distribution of the combined \$102,430 values of Contributed Services and Contributions-in-Kind, amounted to \$335,491. In addition, \$9,014 was expended for retirement of debt and \$50,540 for the purchase of capital equipment and property although these do not show up as expenses per se — they are reflected in the balance sheet as a decrease in Liabilities and an increase in Assets respectively. Therefore, total expenditures in 1983 were \$395,045. As far as the Unrestricted Fund is concerned, the Society incurred a deficit of Support and Revenue over Expenses of \$1,774 in 1983. This means that, for the Unrestricted Fund in 1983, expenses exceeded income.

Because of this trend and deficit situation, the Society's Operating and Capital Budget for 1984 has been severely cut to meet the projected incomes without incurring any deficit. Support and Revenues for 1984, including the use of cash on hand but excluding the value of Contributions-in-Kind and Contributed Services, have been projected at \$163,005 for the Unrestricted Fund and \$81,032 for the Restricted Fund, for a total of \$244,037. Cash expenditures have been budgeted at \$162,359 for the Unrestricted Fund and \$75,164 for the Restricted Fund for a total of \$237,523.

It of course becomes quite evident that, to carry out its aims and objectives, the Society must take corrective action to reverse the trend of declining attendance to increase our income from the public. In addition, we must continue to seek out other sources of income, including private and public grants, increased support from the membership and an increased level of special events.

Increasing our attendance means that we must evaluate and modify our advertising methodology. While our level of advertising is generally increasing, it does not appear to be as effective as it should. To increase its effectiveness, changes in the format and distribution of the museum flyer will be evaluated. In addition, we must meet the increasing competition from the "rubber-tired trolleys" that are becoming quite ubiquitous in American cities and, in particular, the local area. Our advertising will have to stress that we have the real thing.

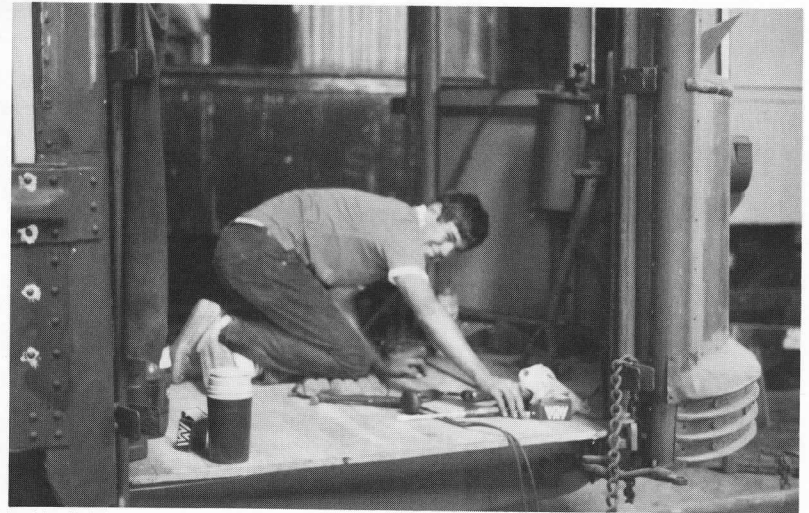
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### NORTH TERMINAL (Continued)

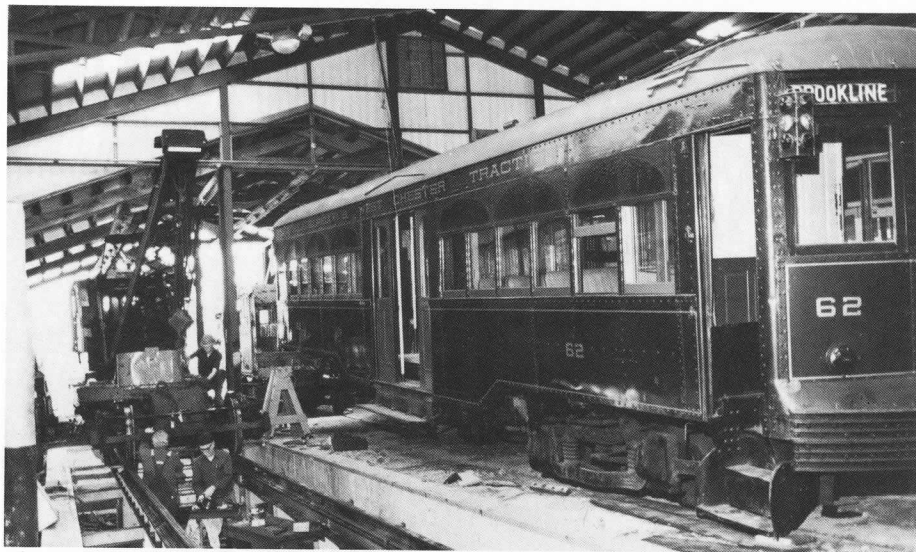
No further interest might have been shown for this area had it not been for the avid interest taken by one of our Public Trustees in this ultra long range plan. With the aid of donations for this project that he had solicited, he has succeeded in removing some of the major obstacles previously outlined and is now in the process of developing a whole new "North Terminal" and step by step having the missing section of roadbed built out to the Atlantic Shore section in the vicinity of the old Proctor Rd. crossing.

To date the much needed land to the north in full view of the highway has been purchased, the nucleus of the new station building erected, and a new connecting curved roadbed approach from the original main line added, that along with the old one that curved to the south, will form two legs of a wye. Some grading and blasting of rock has been done from the point where the short-lived passenger ride used to halt, and a small section of track put in near the station to accommodate the Burlington Northern Dining Car. Current work involves the construction of a concrete loading/unloading ramp, final blasting of the dome shaped ledge across the right of way east of Richardson Creek and additional grading and yard track preparation between the station building and the right of way at the entrance curve. A limited amount of indoor storage space is being made available for STM cars, one at a time, several of which are awaiting long term repairs.





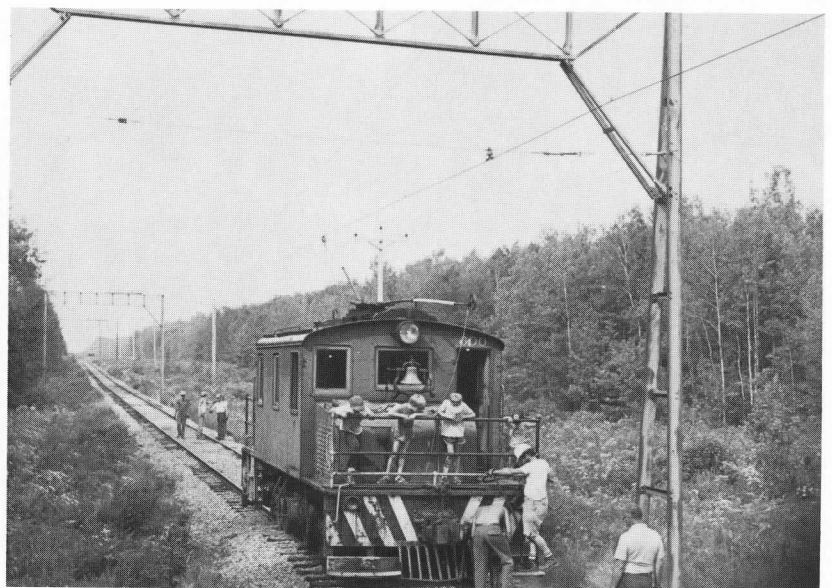
Major structural rebuilding of cars requires painstaking reassembly of inside finish, seats and as many as five electrical circuits, to say nothing of repiping air brakes systems. LEFT — Don Gawthrop putting back Eastern Mass. 4387's heaters. RIGHT — A volunteer fastening down motorman's floor matting in south vestibule of 4387. WOOLNOUGH TSdeB



Philadelphia and Westchester Traction No. 62 in Town House Shop after a major repainting. Repairs to a traction motor required removing the front truck and then the motor involved. Repairs having been made, 62 is about to be raised for replacement of the truck with the aid of MBTA crane car No. 0551 that formerly served the Cambridge-Dorchester Rapid Transit Line, now called the Red Line. WOOLNOUGH



Bottom Dump car 3617 pulling ramp car with dump truck aboard, a frequently used combination for off-track grading, filling and ballasting operations. R. T. Lane



Baldwin-Westinghouse locomotive No. 300 resting between chores on the "Tower" section of the main line. A favorite in STM's work car fleet, it will be seen in operation much more frequently in the future, when it takes over, with a railroad hopper car, the ballasting duties from Bottom Dump car 3617, shortly to be leased back to the MBTA for reballasting tunnels in the Boston area. WOOLNOUGH

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

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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 Historic Preservation  
Tourist Railway Association, Inc.

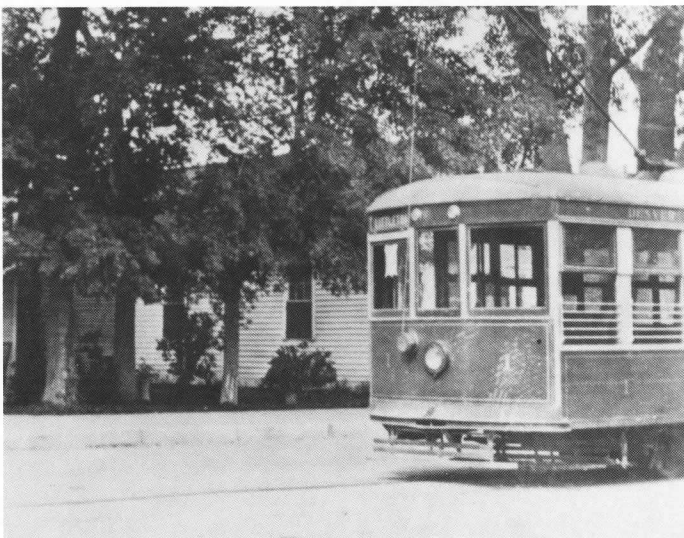
SEASHORE TROLLEY MUSEUM —  
THE MUSEUM OF MASS TRANSIT

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*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.  
*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  
*Supervisor Track* ..... James E. Tebbetts  
*Sup't. Communications & Signals* ..... Lyman B. Hurter  
*Master Mechanic* ..... Frederick J. Perry  
*Section Foreman* ..... M. Dwight Winkley  
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*Public Relations Representative* ..... Ron Palmquist  
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*Statistician* ..... Louis J. Petrillo

\*UP TO ANNUAL MEETING

New England Electric Railway  
Historical Society, Inc.  
Seashore Trolley Museum  
Drawer A  
Kennebunkport, ME 04046  
(207) 967-2712

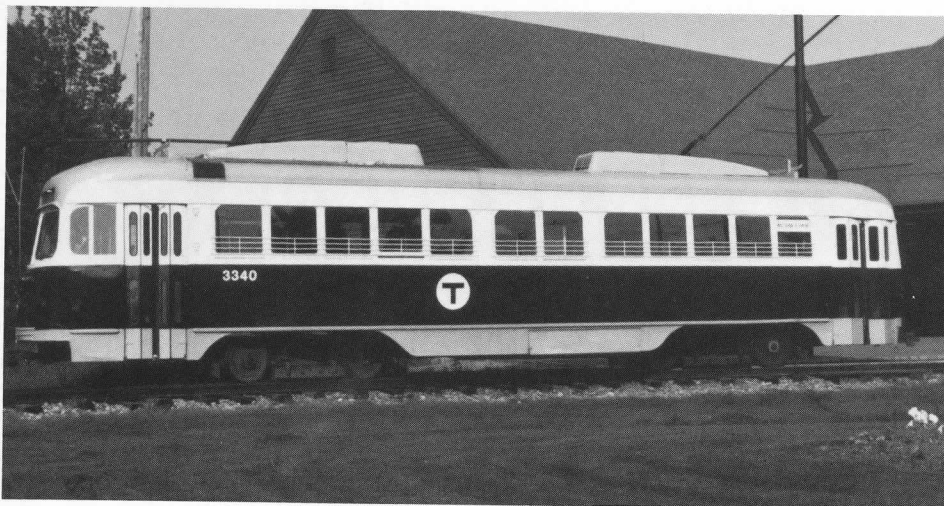


**THEN and NOW** — LEFT — A 1926 view supplied by a Denver correspondent shows No. 1 Denver & South Platte at the Littleton, Colorado terminal. Despite the Birney car's many years of service afterward in Sanford, Maine, the original destination signs, plus three newer ones, were still intact in the sign box — LITTLETON, ENGLEWOOD LOOP, RIVER and MAIN.

RIGHT — Fifty-six years later, with restoration virtually complete, No. 1 is shown operating our shuttle line. Further work will include reinstallation of HB life guards, but NOT regauging back to its original 3'6" gauge. Not to be forgotten is the distinction won by this car, as York Utilities No. 80, that it had been New England's last Birney car in regular service.



# THE BOSTON IMAGE



*Boston ex-Dallas PCC 3340 on the loop by the Visitors' Center resplendent in its newly applied red-white-gray paint scheme used for several years on the Mattapan-Ashmont line. William Pollman*

*RIGHT — Seashore's Boston Type 5 Semi No. 5734 continues to be leased to the MBTA. Here it is shown on a typical fan trip over the new temporary track approaching Arborway Station, passing a regular Park St. bound PCC car.*

*Bradley H. Clarke*



*As 6131 is scheduled to be the first of the two center entrance cars to be restored, re-equipping it controlwise as a multiple unit car should prove to be an interesting challenge to the museum's engineering staff. Although both the 6100's and 6200's were identical bodywise and built by G.C. Kuhlman, the electrical equipment for the 61's was furnished by General Electric while Westinghouse supplied the equipment for the latter. The two control equipments were designed to be mutually compatible but in actual practice proved not to be. Fate may have taken a hand here in that 6270 came to STM still equipped with WH ABPC control along with an extra control group that had been obtained by spare parts conscious Treasurer Emeritus, John Amlaw. 6131, on the other hand, had been converted to a sand car and platform control (K-35) had been substituted for MU control with the PC-5 controller long since disposed of. Thus there is still the possibility that over sixty years later at least one 6200 will MU satisfactorily with a 6100.*



*A typical two-car Center entrance on a fan trip in the early fifties shown here on the Waverly line in Belmont. Barney Neuberger Collection*

## RESTORATION OF BOSTON CENTER-ENTRANCE CARS 6131 AND 6270 TO BE UNDERTAKEN

On Members' Day Weekend the Museum commenced the fundraising program for our most ambitious car restoration effort yet. This calls for the complete reconstruction of Boston center-entrance cars 6131 and 6270 in time to celebrate the 100th anniversary of the first electric streetcar operation in Boston which took place in January, 1889. During the course of this project we will be conducting an extensive fundraising effort in Boston and among our membership. In addition we will need volunteer assistance in all phases of the restoration work. We plan to start work on the cars in 1984.



*Aroostook Valley Railroad 52 shows off its rebuilt roof and partially refurbished body made possible by a grant from the Maine Commission for the Arts and Humanities, which, in turn, spurred along a considerable amount of contributed volunteer labor. Originally it served as THE locomotive for freight haulage work until displaced by two newer steeple cab engines. From then on until dieselization came to the AVR, 52 served as the snow plow. By the time Seashore acquired 52, the plow blades had been transferred to AVR's GE locomotive 53, now de-electrified and to be pushed by a diesel.*

WOOLNOUGH



*RIGHT — Work on restoration of No. 108 to its earlier configuration as an R.P.O. car was speeded up to ready it for the stamp dedication ceremony. Pressed into service in 1919, scarcely a year after its abrupt retirement from mail service as a replacement line car for one just lost in a wreck, 108 could at long last now be converted back to an R.P.O. car as the museum now possessed two other cars for overhead wire work.*

WOOLNOUGH



*LEFT — Built as a Railway Post Office Car in 1905 for the Portsmouth, Dover and York St. Ry. to carry the mail between Kittery and York, it did not receive the number 108 until the P.D. & Y. became a part of the Atlantic Shore Line Ry. in 1908. Under various road names it continued to operate in the same service until it plunged off of the Brave Boat Harbor trestle in 1918, ending the mail contract and its days as an R.P.O. car. Converted by the P.D. & Y. to a line car in 1919 it served there as such until that road ceased operation. Loaded on a flat car it became the York Utilities line car. It has the unique distinction of being used in the late twenties to remove the overhead along what is now STM's main line and being used in the sixties by us to put the wire back up again.*

WOOLNOUGH