

"The Museum of Mass Transit"



NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

OWNER AND OPERATOR OF THE SEASHORE TROLLEY MUSEUM

Kennebunkport, Maine



1. Montreal observation Car No. 2, shown undergoing complete exterior re-painting. Still to be done is the refinishing and reinstallation of the car's seats. One of the only four survivors of what was more of a Canadian institution, the grand stand type of observation car (Cincinnati a rare exception in U.S.). Ours was the donation of Canadian Breweries.

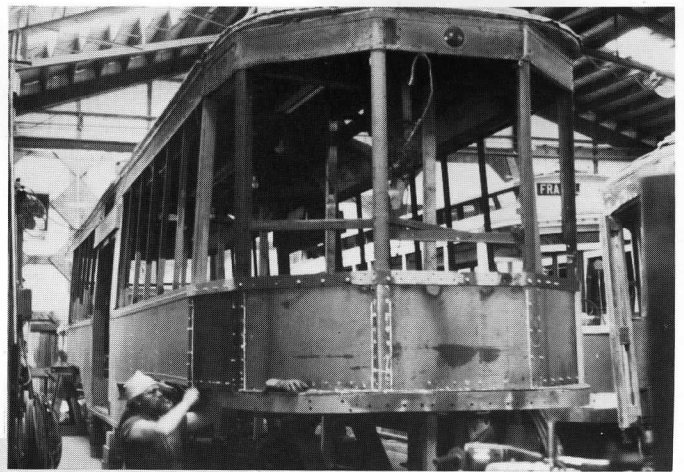
WOOLNOUGH

2. Boston "El" Center Entrance car, No. 6131 undergoing the transition from sand car back to passenger car. Practically nothing save the car's bolsters in the lower structure of the carbody proved to be salvageable but by year's end all steelwork and associated riveting were complete save the north end of the car.

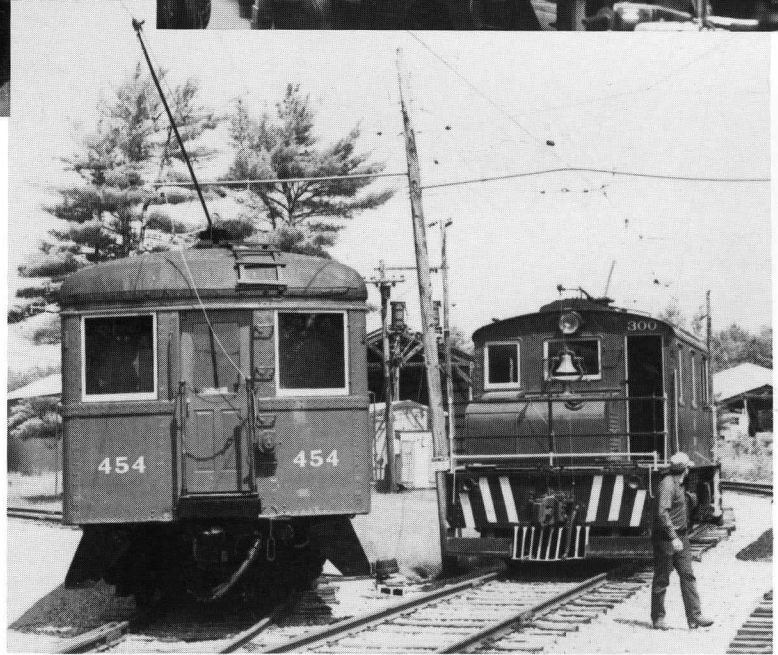
WOOLNOUGH

3. Another pose of Quebec Railway Light and Power 454 and Oshawa Railway/Niagara, St. Catharines and Toronto Railway 300. Note train door in back end of 454 to provide access to a trailer. The 450's, though equipped with HL control were not operated in MU service.

WOOLNOUGH



2.



3.

PROJECTS BENEFITTING FROM THE INSTITUTE OF MUSEUM SERVICES GRANT



4. Cleveland Railway 1227 while having all new sash, doors and roof sheathing manufactured, was found to require more than anticipated underframe work at a later period. Temporary steel plates were welded to the carbody to reinforce car during the interim period.

WOOLNOUGH



5. Construction of the south lean-to on Central Barn was well along at end of 1985, with much more protection being afforded to rolling stock already stored in main part of structure.

WOOLNOUGH

FRONT COVER — Two very diverse types of rolling stock that benefitted from the IMS grant in 1985 are posed at the north end of the loop, gleaming in their new coats of IMRON enamel. Both, after considerable rehabilitation, are "shining" examples of the two vital aspects of interurban electric railway operation, the fast sixty-footer passenger car and the most fully developed version of a freight haulage locomotive. But in addition to being significant exhibits, both serve the operation of the museum in their own way. 454 reached Kennebunk Station with its snow plow still attached and because there would be no facility at SEASHORE to turn the car, it was brought to the museum with the plow end facing north. It has served well ever since keeping the main line open after winter storms. Baldwin-Westinghouse 300, equipped with MCB couplers, handles all switching of railroad freight cars used by STM for storage of spare parts and during 1984, with a railroad hopper car provided the motive power for spreading 900 tons of stone ballast. Especially designed for heavy haulage, yet with low power consumption, these engines in addition to the usual resistance steps had more complex control that provided for full series, series parallel, full parallel and finally field tap operation. Before the advent of the diesel electric switch engine, these diminutive but powerful engines were much in demand for moving railroad and interurban freight cars through city streets where the use of steam locomotives would have been prohibitive. In fact 300's earlier days were in Oshawa, Ontario, which was basically a city trolley system but with much movement of freight cars over city streets. Even later, assigned to the Niagara and St. Catharines, better known for its interurban operation, nonetheless 300 and its brethren were more involved in handling freight cars within St. Catharines itself.

WOOLNOUGH

1985 PRESIDENT'S MESSAGE

The year 1985 was not the best but certainly not the worst of years for the Seashore Trolley Museum. Though no match for the more spectacular results of the two preceding years, revenue from visitors, the lifeblood of the museum, felt the downward effect of chronic decline in attendance but was sufficiently offset by greater spending per capita by the public to post a slight gain over 1984. Efficient operation of the new and well stocked Museum Store was certainly a big factor in this. Certainly a negative element would have to be the continuing unfavorable rate of exchange of the Canadian Dollar, making visits to the United States less attractive for Canadians and conversely visits to Canada more so for Americans.

A second source of funds to keep projects moving was the continued and positive response to appeals for special projects mostly in the car restoration field. This, coupled with much added volunteer work and the superior facilities of Seashore Trolley Museum's car shop pushed along the restoration work of both Eastern Massachusetts Street Railway Car 4387 and Brooklyn Rapid Transit Car 4547, as well as the Cincinnati curved-side from Wheeling, and former Boston El snow plow 5154. The rebuilding of the roof of Third Avenue Railway lightweight Car 631 and preparation for the repainting in original Dallas colors of P.C.C. Car 608 made steady progress. Never to be overlooked was the ongoing work of performing running maintenance of the operating fleet. Frustrating as it may be to see work on the cars in the shop progressing only intermittently, especially where funding momentarily may run out, nonetheless a tour through the shop at most any time will reveal many stages of rebuilding from reconstruction of underframes to final repainting with signs of progress always in evidence.

But by far the biggest gain in areas of car restoration and preservation as well as housing for rolling stock came from a Conservation Projects Support Grant from the Institute of Museum Services of the U.S. Department of Education. The grant period was from October 1984 to September 1985; the grant had to be matched by funding or contributed labor. The two cars pictured on the cover, Quebec Railway, Light and Power Car 454 and Oshawa Railway Electric Locomotive 300 were both beautifully refinished. Extensive repairs were made to both cars and new wooden doors and sash were fabricated as needed. Other cars benefiting from the grant were Montreal Observation car Car 2 and Montreal Lightweight Car 2052. The former was approximately two-thirds finished and the latter had extensive repairs made to its roof. In addition, roof sheathing, doors and window sash were manufactured for Cleveland Railway Car 1227. Of no small importance was the byproduct of keeping a small but competent work force going on a year round basis.

Another part of the grant, largely to be matched by contributed labor, was the big lift given to the car barn program which had been lagging for a number of years. Additional materials were added to those already on hand to complete the side addition to Central Barn and extend Fairview Barn to its full length. Consistent bad weather, rain, and wind, or both plagued work crews on pre-determined work days, but sufficient work was finally accomplished to give cars stored in Central considerably more protection from the elements. Reaping the final benefits for both car barns must wait until 1986.

A second grant from I.M.S., for General Operating Support, was applied for and received. Aimed at both help in administering the museum and at providing greater amenities for the public, it has provided funds for purchase of an IBM XT Personal Computer, the manufacture by our shop personnel of attractive visitor guidance signs, and the publication of a visitor's guide book. The new guide book will be similar in concept to Seashore Trolley Museum's publication of yesteryear, "Historic Cars," but will be simplified in format. Its objective will be to give background information to the public about the former habitat of the museum's many restored cars.

Similarly, the grant covers fabrication of stands to present a brief history with photographs of cars on display to add to the visitor's understanding of the museum's collection.

The I.M.S. also supported, via a special grant, the preparation of a "MAP" (for Museum Assessment Program) Report which provided an outside analysis of the museum's operation under a program offered by the American Association of Museums. To prepare the report, a museum professional, although from a very different

type of museum, delivered his perspective of the museum's status, leading to thought-provoking discussion among the museum's officers and members.

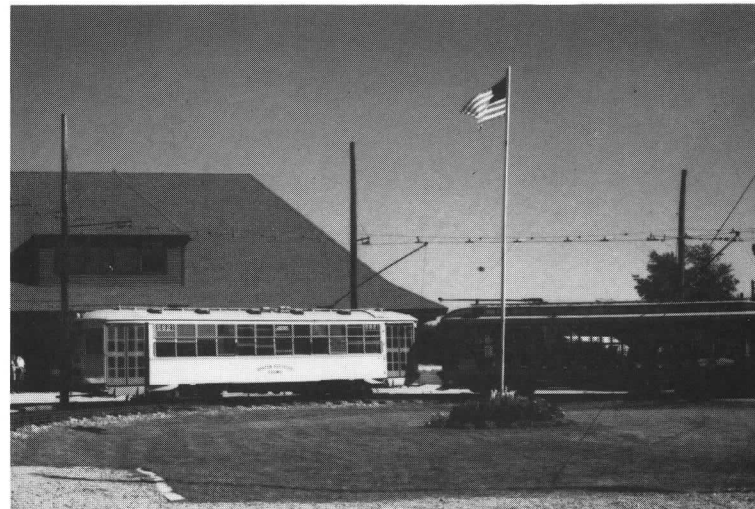
Late in the year, the Trustees authorized creation of a Public Facilities Committee whose efforts would be devoted to coordinating and promoting improvements in the museum's presentation to the public. In addition to the above-mentioned funding from the I.M.S. operating grant, the Trustees authorized a 25 cent admission increase to take effect in 1986, with the proceeds directed to a fund to be used for the Committee's projects. The Committee planned to begin with new signs around the property and better description of exhibits. Later projects will include improving the museum grounds, setting up Visitors' Center exhibits explaining the evolution of the mass transit industry, describing how the many exhibits came to Seashore, and showing related artifacts.

The Track Department concentrated in 1985 on rebuilding the gasoline powered Burro crane, which has proved to be an extremely productive tool for track construction. Virtually all mechanical parts were replaced or rebuilt, correcting the wear of many years of service. Other activities included cutting in a turnout on the main line north of Doherty Switch in preparation for a future passing siding and rear access lead to the shop.

A significant activity affecting the museum's car operation was the start made by a group of dedicated volunteers in conversion of the museum's signal system to track circuit operation. Far more reliable than the former trolley-operated signals, this system, when completed, will be a positive contributor to operating safety.

While it had been hoped that rest room facilities in the Visitors' Center might have been on-line in 1985, the magnitude of the work being performed on a volunteer basis under budgetary constrictions postponed availability of this much-needed amenity. It should be noted that construction of these facilities is on a much grander scale than the existing restrooms near Highwood Barn, and will be "state of the art" by comparison. The burden of the existing building construction mortgage prevented additional financing to engage outside contractors. Nevertheless, volunteer work was progressing at year end, undaunted by the cold weather outside.

The half way point in repayment of the Visitors' Center mortgage has now passed, but the annual payments continue to be a significant burden on the society's operating budget. While very strong membership support has eliminated the need to use General Fund monies, the mortgage payments obviate the opportunity to attract these funds for other purposes. To date the Visitors' Center building remains unnamed, though the fundraising program since its inception envisioned naming the building in honor of a significant contributor. At this point, the museum's objective is to name the building in return for a donation equal to the remaining principal of the mortgage. Success in finding such a benefactor would allow a re-direction of fundraising efforts to other museum development activities, including the crucial step of returning to employment of a full-time Museum Director.



Visitor Center provides the link between visitor and the Museum. This all important structure, patterned after a railroad station, still lacks a donor's name however.

WOOLNOUGH

Exhibit acquisitions in 1985 comprised two city cars, one from Washington and another from Rochester, New York. From the nation's capital, came PCC 1304, culminating 25 years of effort to have a Washington representative in our collection. The car had for some years been owned by General Electric in Erie, Pennsylvania, where it had been used for testing automated train control. Subsequently it had gone to the Brookins Museum in Ohio, who then sold the car to the Society. From Rochester came the body of a classic New York State Railways Peter Witt car. While in need of extensive restoration, the car will add to the museum's extensive city car collection.

Volunteer membership participation in the expansion and operation of the museum continues to be, as it has been from "day one", a key factor contributing to our Society's success and the achievement of its goals. Always appreciated within our own organization, the value of contributed labor performed has come ever more to be recognized by institutions giving matching grants as an offset to funds

REPORT OF SUPERINTENDENT OF CAR RESTORATION AND MAINTENANCE

During the winter of 1985-86 the museum's Superintendent of Restoration and Maintenance had an opportunity to tour a number of trolley museums while on a sabbatical leave from his teaching position. While several museums are doing excellent work, none could compare in facilities and to the extent of work done in Seashore's Town House Shops. Our shop is full (to the point of bursting) with in-progress jobs, some on hold awaiting further funding or more hospitable weather, and some are in progress year-round. Because our funds come from many sources, some of which must be used within specified time periods, it has become necessary to start new projects before others have been completed. Likewise, when funds run out on projects it becomes necessary to divert staff to those which are funded. While this makes the curatorial effort much more difficult, it does enable us to maximize available funds and maintain a permanent restoration staff which consisted this year of four full-time and two part-time technicians.

After a number of experiments, it has been found that a wage rate commensurate with local occupations requiring similar degrees of skill, plus vacation and paid holidays, is necessary to hold competent staff. The variety of jobs performed plus the challenge of recreating trades of years ago, performed by unknown craftsmen, have also proven to be incentives. Consistent levels of adequate funding to retain the crew is a critical priority, but the past several years have shown what an experienced crew with the right equipment can accomplish. A better way must be found to cover our high (for our budget) overhead costs of power, heat, supplies and employee benefits. Likewise we must continue to improve our facility to make it more easily heated, free from roof leaks and laid out to give more working room.

The museum's collection received a very substantial assist during much of the past year with the continuation of the 50 per cent matching federal Institute of Museum Services Conservation Projects Support Grant of \$25,000. This funding enabled the museum to operate a full-scale shop restoration program throughout the year, working on the rehabilitation of several cars. While this grant expired on September 30, 1985, it proved that we could expeditiously operate a substantial year-round program, which, as mentioned above, we have been able to continue at approximately the same rate thanks to a high level of member contributions toward several major car restorations.

The major on-going project has been Boston Center-Entrance 6131, which was initiated largely because of available IMS grant funding, and continued with member contributions. The car will have had an almost entirely new steel frame and all-new side sheathing by the time this report goes to press. Our volunteer "roof expert" from Minnesota rebuilt the lower side roofs which will soon receive a new double layer of masonite, the modern day version of agasote. It is hoped that most of the undulations in the clerestory can be removed by returning original supports removed when this car was converted to sand car use. If not, it will have the character befitting a car of its age and light construction. It is virtually impossible to remove major distortions in wooden areas of cars without complete rebuilding. The air compressor was disassembled, cleaned and its armature dipped in varnish and baked, and it is now remounted on

made available by them. But accurate records must be submitted by members doing such work to our volunteer administrative staff who, in turn, must include these figures in periodic progress reports to donors. The Society remains ever indebted as well to those dedicated members who offer their services annually for dispatching and operating the cars and for guiding and informing the visiting public of the progress and aims of the Seashore Trolley Museum.

In closing, the museum notes with thanks for many years of dedicated service the retirement of two key volunteers. Chairman of the Board John G. Smith, a local resident and long time advisor on matters relating to local governments, stepped down after his second tour at the helm of the Board. As well, Mary Liz Cott, who directed the highly successful turnaround of the Museum Store, retired as Museum Store manager. Our thanks to both for many years of valuable service in these crucial posts.



the car. The last surviving spare ABPC control box has been totally disassembled and rebuilt literally from scratch, and now looks as if it had just ben received from the Westinghouse Homewood, Pennsylvania Works. We will continue as funds are available on rebuilding bolsters, sash, electrical conduits, air piping, floor, roof, etc. We plan to complete the body and mechanical details prior to undertaking interior renewal.



A combination of IMS funded shop staff work and major volunteer effort resulted in manufacturing, glazing, and finishing of a complete new (using good original components as possible) set of 75 window sash and two sliding doors for Cleveland Railway Center-Entrance Car 1227. It was also intended to rehabilitate the roof but a start on this work found the body too structurally unsound and the roof to require greater-than-expected reconstruction, so this work must await future structural rebuilding of the car. Materials purchased for the roof work are held for later use on this car and a fund is well-established to underwrite the costs of the restoration of this car. While the car was in the shop some provisional body repairs were made.

ABOVE PHOTOS — WOOLNOUGH



Two larger-scale projects funded primarily by the IMS grant and completed in 1985 were Oshawa Baldwin-Westinghouse Locomotive 300 and Quebec Railway Light & Power Interurban 454. Locomotive 300 had its paint totally stripped and rusted-out areas cut out and new steel welded in place. Footboards were rebuilt, all-new sash and doors were made and installed and then the locomotive was painted in Canadian National green with orange sash and doors, black trim, and silver striping. Car 454, suffering from outside storage, required extensive work on the roof structure, a 10-foot section in the center being totally replaced and the rear vestibule wood extensively repaired. All-new drip molding was required, and was milled and installed. This replaced molding installed as late as 1979, showing the effects of deterioration on cars stored outside. All-new doors were fabricated using the vestiges of the originals as patterns (and to provide hardware), and these were installed on the car. The entire huge surface of the steel body was sanded to give a good bond for the new paint. It was sandblasted by a Seashore volunteer in 1963, so the surface was in relatively good condition. Rusted-out steel was cut out and new sections welded in place in a few locations, and several steps were rebuilt. The entire body was then painted in Canadian Pacific maroon with black trim and yellow lettering. Still to be done is the outlining in black of the lettering, which requires the steady hand of some volunteer.

Also on the IMS conservation program was Montreal Observation Car No. 2 which had gradually become deteriorated. All seats were removed, disassembled and all paint stripped from the wooden parts using a dip tank and pressure washer. Paint remover for the job was kindly donated by the Savogran Company, of Norwood, Massachusetts. At present the IMRON cream has been applied to all exterior wood surfaces. Many hours were spent in chipping much of the loose paint from the miles of wrought iron grillwork by a combination of volunteer and staff work. These were spray painted gold. Remaining to be done is stripping and repairing the floor and refinishing the seats. In stripping the exterior, a very intricate pattern of striping was

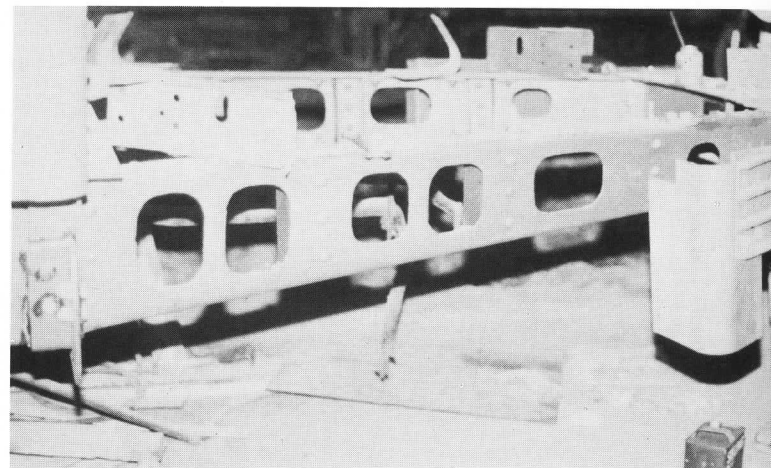
UPPER LEFT — Repairs to Q.R.L.&P 454 underway. End roof sheathing being rebuilt, and rusted steel sections cut out with new steel to be flush welded in. WOOLNOUGH

UPPER RIGHT — Oshawa 300 resplendent once again in Canadian National green and all new doors and sash, repainted in orange, resumes switching duties. WOOLNOUGH

discovered on all the side panels as well as the original intertwined MSR (Montreal Street Railway) insignia. The car will be completed as contributions of cash and time are received.

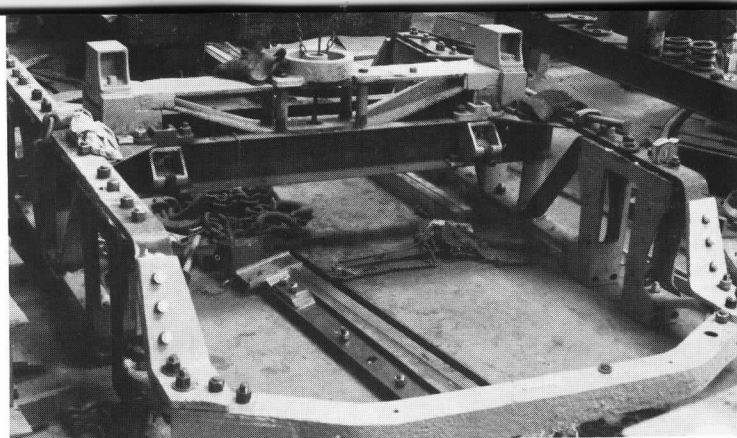
Finishing off work performed thanks to the IMS grant was work on Montreal Lightweight Car 2052. This included a partial renewal of the roof canvas and painting of the entire roof. While the car was in the shop other minor repairs were performed.

In other areas the museum commenced a major restoration during the fall - Bay State Street Railway Semi-Convertible 4175. Impetus for this program was given by the family and friends of our late member and transit author Richard L. Wonson. This is a car body obtained near Asbury Park, New Jersey, where it last ran in 1929, after having been sold by the Bay State to Newport Electric and later sold to Coast Cities Railway. Much of the body structure is in excellent condition, but severe deterioration set into that area of the car to the extent that when the car was moved to the museum in 1976 the platform floors nearly fell off. The platform knees and end sills were removed and used as patterns for forming the very complex replacements. Such work is extremely labor-intensive in small quantities,



LOWER ABOVE RIGHT - Newly fabricated "zeppelin" style platform knees fastened in place on Bay State St. Ry. 4175. by year's end. Also necessary, new body end frame sections were fabricated including re-riveting, and in place on both ends of car, with all in readiness for re-supporting the almost intact vestibules. WOOLNOUGH

LOWER LEFT — A dedication ceremony on Jan. 20, 1985, attended by Mrs. Laura Wonson, mother of the late Richard L. Wonson, formally touched off the restoration of 4175 to be carried out in his memory. Shown in the photo of the ceremony are two of the many trustees, members and friends attending on the unusually clement day in mid-winter, at Town House Shop. WOOLNOUGH



ABOVE — The first truck frame for Brooklyn 4547 undergoing extensive rebuilding. All new elliptical springs are being installed as part of the rebuilding program. The traction motors, having been completely rebuilt shortly before the car was acquired simply have to be re-installed. TSdeB

LEFT — Brooklyn Rapid Transit Convertible 4547, one of STM's completely rebuilt cars is shaping up finally, and will require at least one more year before it can join the operating fleet. Its latter day use as a salt car had done so much damage to the flooring, underframe, platform supports and seats, that no partial restoration would suffice. Fortunately much of the car's original hardware, tarnished though it was, was still in place. The year's end finds the car still on shop trucks and in prime coats. TSdeB

LOWER LEFT — Eastern Mass. 4387 emerging from an almost equal time in Town House Shop as the Brooklyn car. Window sash, many brand new, are already in place, with doors yet to be installed. TSdeB

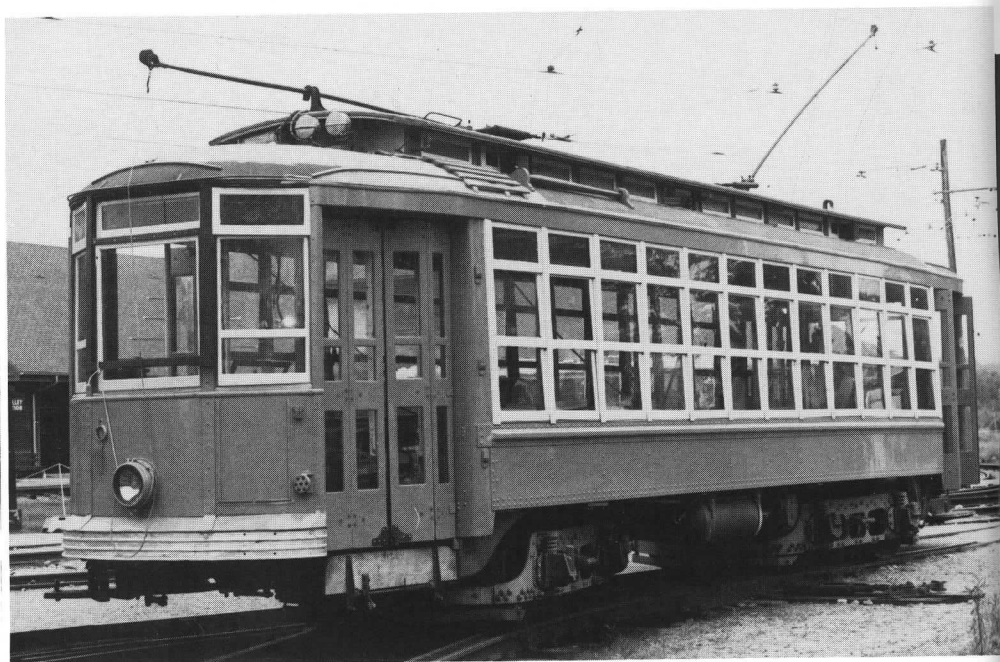
LOWER RIGHT — Another view of 4387 shows it fully operational, with exterior work nearly completed. Much interior work and installation of seats remains to be done. WOOLNOUGH

without benefit of the large presses and forges of a carbuilder. The new work was installed in the spring of 1986. In addition to the balance of the car structure being sound, the sash are complete with all hardware, and much underbody detail, including most motor wiring, is still in place. The only major modification in making the car into a dwelling was to saw off the overlapping part of the clerestory roof along the sides in the process of building a peaked roof over the car.

A major ongoing restoration project has been Brooklyn Convertible 4547. Body work has included the complete rebuilding and reassembly of the cherry bulkheads, including building one sliding door and extensive rebuilding of the remaining three, as well as rehabilitation and partial replacement of complex hardware. The light circuits were checked out and the unique anti-theft bulb sockets were cleaned and varnished. All vestibule sash were rebuilt and glazed, and the associated molding generally made new, followed by painting and installation. Most clerestory sash were also rebuilt, glazed, finished, and installed. The exterior vestibule body work was completed, in-

cluding installation of trim and trolley rope guards, and the last four window guard grills were fabricated. The basic frame of the first truck has been assembled (bolster and associated new leaf springs await final assembly) and painted after much painstaking rebuilding of badly corroded journal box pedestals and other wearing surfaces. Much difficulty has been caused by the fact that one truck was built by Baldwin and the other by Peckham, and neither exactly corresponds to the extensive set of drawings so kindly furnished to us by the Shore Line museum of Connecticut. Thanks to one volunteer's efforts over a number of weekends, the second truck was disassembled after being sandblasted to expose fastenings. Work is well underway on its rebuilding.

Our other major long-term restoration, Eastern Massachusetts Street Railway Semi-Convertible 4387, has advanced much closer to completion. Of the original 103 sash, about 50 completely new cherry replacements were made, glazed, painted, and installed together with a set of 16 rebuilt doors. It was no small job to install all the hardware on the window sash, and much of this work was done by volunteers. All the appropriate roof hardware, molding, and the prominent red Bay State jack handle (too long to be placed under the seats) were installed on the roof. The entire surface of the car was





Wheeling curved side Car 39 shown in its present state of reconstruction, and in readiness for resheathing of the roof. Much of the work done during the winter months had consisted of glazing the window sash, work that won't show results until reassembled on the car at some distant point in the future. When 39 has been completed only approximately ten percent of the original car will be left. As an example little of the original steelwork will be left, the bolsters and bumpers being the few remaining salvageable steel items. Richard M. Wagner's publication "Curved-Side Cars Built By Cincinnati Car Company" has been a valuable aid in reconstruction of this car. 39, will be one of the few survivors of the entire group shown in this book. TSDeB

prepared and painted in orange and cream. The orange was matched from a sample obtained some 50 years ago from the Eastern Mass. Chelsea Shops. All of the cherry molding from the interior has been stripped and readied for finishing. We hope to finish this car and 4547 in 1986.

Another long-term complete restoration program, involving Wheeling Cincinnati Curved-Side Car 39, advanced through both volunteer and shop staff efforts. The body structure has finally been framed in with the rebuilding of the second end and completion of the letterboard. The latter job was delayed by the need to replace its unique exposed hardware, which items turned up only after a diligent search by the car's primary sponsor. The side of the car which had never been painted orange was cleaned and reprimed, and then painted orange. The underframe cross members were de-rusted and primed as needed. Further painting included covering all bare wood on upper areas of the car framing. A major effort resulted in all side upper and lower sash, which components were milled some years ago, being assembled, glazed, and primed. The aluminum castings, which serve as post covers and hold the sash in place have been stripped of paint and polished preparatory to installation.

LOWER RIGHT — This photo by the late Harold D. Forsyth has served as the inspiration for the restoration of STM's 4175. Only three numbers away from our car, 4172 was photographed in Central Sq., Lynn, just months before it would be remodeled into a prepayment car. Much of its old fashioned characteristics would shortly be lost. 4175 will be restored to this earlier pattern, exactly as when delivered from the Laconia plant in 1914 — with bulkheads restored and repainted in Bay State yellow and white. This will contrast with 4387 representing the prepayment era which the 4200's and 4300's introduced. At the time of the reorganization of the Bay State into the Eastern Mass., the Newport Division, being out of state, was spun off to the Newport Country Electric Company and two additional 4100's, including 4175 was sent from Revere, were added to the four already there. C.C. HOLT COLLECTION

← 4387 is the last survivor of the 200 car fleet outshopped by Laconia in 1917 for the Bay State St. Ry. Originally conceived of as replacements for open cars in the summer they soon became the year round mainstays for most divisions. The latter 100 of the group, the 4300's, when new, ranged as far south on the system as Fall River, but were eventually concentrated in larger groups on fewer divisions, possibly because of their more complex control. Assigned to the Lynn, Lowell, Melrose and Revere divisions, they were all-purpose cars performing city, suburban and intercity service. Although originally outshopped in the Bay State yellow and white paint scheme, 4387 will retain the orange and cream colors of its more familiar Eastern Mass. days that it wore for most of its working life. WOOLNOUGH

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As part of ongoing car maintenance, special attention was given to brake adjustment. In the case of Boston surface lines crane 3246, this entailed removing levers and slack adjusters from the trucks and laboriously heating and bending them back to straight configuration. A check through our stock of Westinghouse 508A motors revealed a number of defective ones before one was found that could replace one from Milwaukee 861. It was borrowed from those to be used for Wheeling 39, and was sent out for minor repairs, varnish dipping and baking, and is now installed in Car 861. Because of the age of these motors, and the tenuous condition of the insulation, even the preventive measure of dipping and baking is only a partial insurance against failure, and more failures of this type can be expected. Indeed, the shorted motor had been similarly treated at the time of the restoration of Car 861.

Boston Type 5 No. 5821 received a new coat of paint on its belt rail - red being prone to early failure. Two new steps and other touchups should keep it in first-class condition as a mainstay of the operating fleet. Wear on the controller shafts of the parlor car "City of Manchester" caused a spectacular electrical failure. Since then, all four shafts were built up to original dimensions, and both circuit breakers were overhauled to make them much more sensitive to overloads. Chicago North Shore & Milwaukee interurban 420 finally received new window frames for its sign boxes, thereby sealing them in for the first time. During the spring an art teacher and her daughter outlined much of the lettering no 420.

Twelve cars received operating inspections. This is less than enough to ensure reliable operation of the fleet. Time and labor did not permit more cars to be processed as the major brake overhauls took considerable time. With increased mileage and speeds possible because of the improved and lengthened main line, operating maintenance, especially bearing and brake wear, will increase. A dry bearing has already occurred in one car; such instances have been very rare in the past because of less strenuous operating conditions. This is a situation which should be addressed. One of the invaluable MBTA Walter crane trucks had a broken piston replaced, and was back in service plowing snow this winter. The MBTA Minneapolis-Moline tractor had its engine rebuilt and was functional until an old fracture in its steering gear put it out of service - to await a new round of volunteer work.

Counting both volunteer and museum staff projects, 37 cars received maintenance and restoration attention in 1985 - more cars than many trolley museums have in their entire collections. The curatorial responsibilities of such a collection are awesome. At least 69 people volunteered time in the shop for various periods of time, from several hours to many weekends. It is always amazing how the right person to do the job has turned up at just the right time on countless occasions. Will you be one of those with the right talents and the right time to be such a volunteer in the upcoming season?



VOLUNTEER CAR RESTORATION - 1985

The most significant volunteer project undertaken in the Car Shop during the year was actually conducted by members of our Track Department on Chesapeake & Ohio Railroad Burro Crane BC-27. Its engine was completely worn out and could not be rebuilt with new parts, thus a stripped engine was bought. Before it could be installed, considerable preparation was necessary to outfit it with parts from the retired engine. Meanwhile three shaft assemblies had been shipped to Knowlton Machine Company in Westbrook. A combination of presswork and bearing manufacture by Knowlton and clutch and brake overhaul by our volunteers restored the turning and travel mechanisms to serviceable condition. Much miscellaneous minor mechanical work was performed while the engine and shafts were out of the crane. Because of the Burro's design, the engine, which had been completed in mid-summer, could not be mounted until after the return of the shafts. Toward the end of the summer the major parts were reinstalled. This accomplished, it was then possible to replace the sheet metal superstructure. All new window glass was provided and the exterior given a fresh coat of bright yellow paint. Completion of all work is scheduled for the spring of 1986.



F.J. PERRY



WOOLNOUGH

The roof of Boston Main Line Elevated Car 0997 was completely de-rusted, primed, and painted in gray. In addition each of the corners of the roof had rusted through, so the defective areas were cut out and new pieces welded in place. This has greatly improved the appearance of the car. A similar program is underway on its mate, Car 01000.



TSdeB

Much additional progress has been made in the reconversion of Boston PCC 3342 back to its original configuration as Dallas Railway & Terminal 608. The car exterior was completely scraped by hand to remove the many layers of peeling paint. The trolley boards and roof vents were stripped, repaired, and painted. The transformation of the ends of the car, where the couplers were, was completed and the second safety fender installed. Original windshields were acquired, stripped of paint and thick layers of caulking, and re-glazed, and the operator's side sash were repaired and glazed. The rehabilitated original type entrance doors were installed at each end. Inside the car, all necessary changes of hardware were completed. Vigorous activity is continuing on the car as we go to press.

TSdeB



On New York Third Avenue Railway 631 the fabrication of a new roof, using three laminated layers of masonite, has been fully installed. The edges have been trimmed and fastened down to the body, although one section requires further attention. Roof work is continuing in 1986. Inside the car, one side of the car card rack has been stripped of old paint.

Thanks to the efforts of two of our newer and younger members, Boston picture window PCC 3274 was transformed into an attractive displayable operational unit. All rusted surfaces were treated with rust inhibitor and primed, followed by filling of all holes remaining from removal of exterior billboard advertising frames. The entire car was washed and the green body and gray roof and skirting totally repainted. The white upper body paint, which is still in overall good condition, was touched up as necessary, resulting in a very good finished product.

Soon after the arrival of our Washington streetcar, PCC 1304, in mid-1985, work commenced on its restoration. Since 1304 had been stored outside for almost 25 years the roof was badly deteriorated. However, we are fortunate in that little other damage was caused by roof leaks except for some sections of corroded car card racks. Initial work involved stripping the roof of its tar-soaked canvas, rotted plywood, and trolley boards. The canvas tack strip was removed by prying loose the rivets used to attach it to the steel car body. Interior work by other members involved disconnecting what remained of the automatic train control equipment installed by General Electric in the early 1960's. Seats from other cars were selected and stored prior to the planned repainting of the car interior. The cracked windshields were replaced with new safety glass, while all cracked and broken glass was removed from the car doors. A missing side sash was replaced with a similar stainless steel window. With this work well underway the Museum will in the foreseeable future have a fine example of a pre-war St. Louis Car Company PCC from our nation's capital.

Johnstown Traction Company trackless trolley 713 progressed, as a large portion of its interior was repainted. Replacement doors were made up from similar ones on hand and were primed. After some fitting the doors will be installed and painted. The upholstered seats were removed and cleaned at a member's home during the winter.

The restoration of Chicago Surface Lines 225 continued during 1985. Upon completion of most work in the passenger compartment, work commenced on the vestibules. The many layers of paint on the undersides of the vestibule roofs were burned off, revealing the original Pullman green color. One end was sanded, primed, and finish coated in an ivory enamel matching that used after the early 1920s. In 1921 Chicago Surface Lines began repainting its fleet from the original green to the familiar red and cream colors they wore to the end of their days.



WOOLNOUGH

Boston & Maine Inspection Car 500 was made operational after some ten years of dead storage, with repairs to its engine and other components. In addition, roof repairs were made, and the canvas patched and repainted.

New Orleans Public Service, Inc. 966 is being readied to undergo a major restoration project upon completion of Brooklyn 4547. The interior window post cover molding and window sills were removed. Cracked pieces were glued and holes created by relocation of fittings in New Orleans were filled with dowels glued in place. All pieces were then stripped and some sanded. As we go to press major elements of the restoration of this car have been carried out by both volunteers and Museum staff.

The roofs of all six MBTA PCC cars obtained for spare parts purposes were patched, de-rusted and painted as appropriate to preserve them in outside storage.



WOOLNOUGH

Boston Type 3 Snow Plow 5154 saw installation of the laminated beam frame member on one side of the car completed. Many holes were then sited in preparation for subsequent installation of the companion main steel beam which bolts onto the wood framing. This was made from shorter sections of heavy steel stock welded together into a continuous piece. This is now permanently installed and the car taken off the jacks which kept the body level while the car was partly disassembled.

KELLEHER

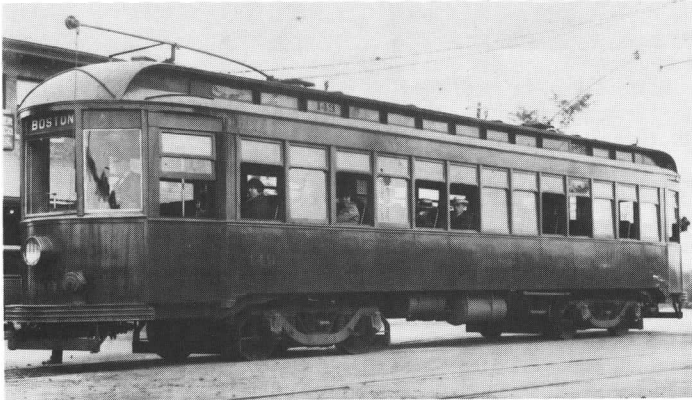


During the past two years substantial progress and accomplishment have been reported by our corps of volunteers working on the museum cars at MBTA Watertown Carhouse. On 1903 Newburyport-built 26 1/2 foot surface box car 475, the extensive exterior rebuilding of the body has been completed and is primed for final painting. The window sash is currently under restoration or renewal, with about one-quarter of the sash being replaced. All pieces are being stripped, sanded, stained, and varnished. The clerestory sash has been similarly refurbished, including receiving all-new glue-chip frosted glass, and painted in the gray roof color on the exterior. Three of the destination sign boxes have been rebuilt with the worst one remaining to be completed. New lead strips were installed between the half-sections of glass. Also on the roof, the crumbling flashing around the clerestory windows was entirely renewed.

Inside the car the main upper headlining could generally be salvaged, and these panels were extensively sanded and surfaced with a filling primer to minimize imperfections, followed by additional priming, painting, and installation. Prior to installation, the light circuits were repaired. The air compressor was removed from the car, rebuilt, re-installed, and is now operational. Though still lacking needed new doors, the exterior is now awaiting the pending donation of a new type durable exterior paint in the green and white colors appropriate for the era to which the car is being restored.

Type 5 5734 has also benefited from the crew's efforts. Half of the 16 door leaves have been made new and the car is receiving continuing running maintenance to keep it available for system charters and excursions.

A final note: Several days of work were performed on Boston & Worcester interurban car 149 to both remove materials that had been added when it was converted into a dwelling, and to examine the car structure. More than one dump-truck load of soggy insulation and other building materials was removed from the car. Our volunteers, including one who had frequently ridden this very car to school in Wellesley Hills years ago, were very pleased to find the structure of the car in very good condition. This will facilitate its future restoration. As with other cars acquired as bodies, foresight in the acquisition of spare parts, including trucks, makes it possible for the museum to re-equip this car with its proper running gear.



ABOVE — Boston & Worcester 149 as a single end car — After a rebuilding about 1924 as a one-man car with rear smoking compartment, it was photographed at Framingham Junction. It is probable that 149 will be the only passenger trolley to survive in a museum that had ever operated over the streets of Worcester, the Bay State's second largest city. TSdeB

LOWER LEFT — Newly Outshopped electric engine 300 deadheads out on main line over the last section of trackage rebuilt the year before.

WOOLNOUGH

LOWER RIGHT — A familiar figure in Town House Shop, Don Gawthrop puts his expertise to work restoring Seashore Trolley Museum's cars. Don developed many of his skills during his 31 years in the shops of Detroit's Department of Street Railways. TSdeB

TRACK DEPARTMENT

Track Department activity in 1985 was far less intensive than in 1984 when nearly 2000 feet of new track was constructed to extend the main line and replace deteriorated trackage on the long main line curve just south of Meserve's Crossing.

1985's first task was the building up of rail ends by welding and grinding to eliminate virtually all rail end mismatch problems between McKay's Crossing and the north end of the newly relaid main line curve. Similar work was done to about half of the trackage of the extension. Some resurfacing was done to correct minor flaws due to settling of the track on the extension. This resulted in riding quality about as good as can ever be achieved with bolted track.

The frog was installed on the lower tangent north turnout and all the rail work was completed on it. The switch stand was not installed however as this turnout cannot be used until the associated siding has been started. A filler block was temporarily installed in the frog to bridge most of the unused flangeway, thereby allowing a smoother ride and minimal wear and impact. Rail anchors were applied between McKay's Crossing and the lower tangent north turnout, completely finishing this stretch of track.

About half of the rail on the Town House lead track was replaced. This improvement was made in conjunction with the Signal Department which was in the process of installing insulated track joints in the vicinity of M&SC Junction for a new signal interlocking. A number of ties were replaced and the derail was relocated northward a short distance.

A substantial start was made on the construction of the future lower tangent south turnout, which will be installed to provide for a double-ended siding north of McKay's Crossing. This involved building a track panel containing the switch portion of the turnout. Because of other priorities, this panel is not scheduled for installation until 1986.



The arrival of D.C. Transit System PCC car 1304 resulted in a significant gap in the museum's comprehensive transit vehicle collection finally being filled after a quarter-century of continuing efforts. Washington's streetcar system was widely recognized as one of the finest in North America from standpoints of maintenance, service, and innovation. Its forced abandonment is one of the major tragedies in the history of mass transit. Not only did the Society feel the need to represent this fine system, but a car from Washington would also serve to enhance its international collection featuring the great world capitals of London, Rome, and Berlin. Car 1304 was purchased by interested members from the Columbia Park & Southwestern Museum, of Olmstead Falls, Ohio.

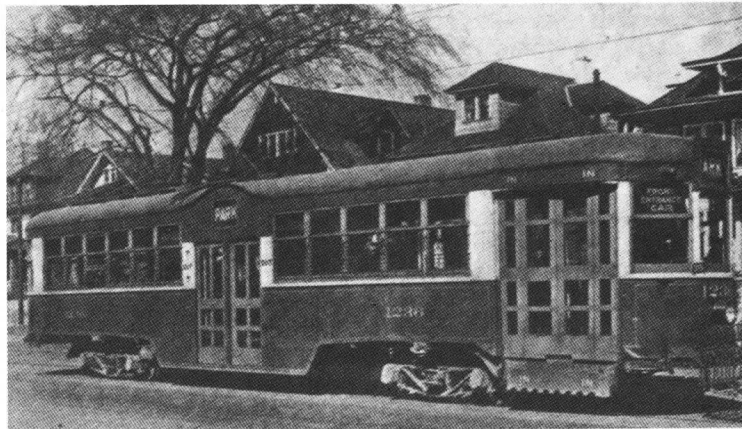
No. 1304 has had a unique career. New in 1941 from the St. Louis Car Company, it joined the growing fleet of streamliners in Washington just prior to the outbreak of World War II. It remained in service until 1961 when it was prematurely retired under the controversial streetcar conversion program. General Electric then purchased the car and transported it to its Erie plant. There, amongst much publicity, 1304 became "The Car of Tomorrow." General Electric introduced it as an automated transit car. No. 1304's contribution to this new phase of urban mass transit technology enabled GE to become a leader in the field. Following conclusion of this special project, 1304 was turned over to the the nearby Ohio museum for preservation.

Thanks to the efforts of Boston MBTA employee John J. Murphy, of Dedham, Massachusetts, who donated trucking services, backed up by a corps of museum members, the car was moved to the museum under a very tight schedule on short notice. The arrival of Car 1304 in Kennebunkport generated considerable publicity in Washington. The WASHINGTON POST ran an illustrated feature on the move, encouraging readers to contribute towards costs of the car. In an unprecedented action, the National Capital Trolley Museum made a substantial contribution to the car from its own scarce financial resources. Considerable interest was also shown by Washington Metropolitan Area Transit Authority (WMATA) employees and other groups.



LOWER LEFT — PCC 1304 has been a much travelled car. Built in St. Louis, operated in Washington, D.C. moved by General Electric to their Erie, PA plant to be outfitted and operated as the "Car of Tomorrow", then on to the Brookins Museum in Ohio and finally made available to our museum by them is shown crossing the state line into Maine, heading for Kennebunkport and restoration. ROBERT E. KELLY

By late 1985, 1304 was moved to our shops and volunteer restoration efforts accelerated. It is planned to restore the car in its D.C. Transit System livery to demonstrate that the O. Roy Chalk management made a real effort to enhance the streetcar system and to make it as attractive an asset to our nation's capital as possible. The automatic train control panels and electronic components are being set aside and will eventually comprise an exhibit.



NEW YORK STATE RAILWAYS. Latest type of passenger railway rolling stock operated in Rochester. This type car, front entrance and center exit, with the pay-as-you-pass system of fare collection, has demonstrated its efficiency in other large cities. During the rush period trailers are placed in service behind these motor cars.

Acquisition of New York State Railways/Rochester Railways Division Peter Witt Car 1213 provided yet another unusual opportunity to enhance the Society's representation of primary car types from important transit properties across the continent. The car was built in 1916 by the Cincinnati Car Company as part of a joint order of 50 cars for Rochester and 25 for Cleveland.

Inclusion of this car in the collection is of major importance. Car 1213 was built to Cleveland specifications and followed by less than two years the introduction of the prototype Peter Witt in Cleveland. This style car had been designed by and named after that city's street railway commissioner. The cars revolutionized passenger flow and speeded up service by allowing all passengers waiting at a stop to board rapidly then gradually pay their fares as the car was underway. The conductor was stationed by a center door and collected fares as passengers moved back in the car. While conductors were ultimately eliminated in surface transit operation, the basic body configuration of front and center doors remains today as the standard American bus design 70 years later.

Since no Cleveland Witts exist today, Rochester 1213 holds a special historic prominence for the mass transit industry as the sole surviving direct link to the initial development of this type car and as the only early era Peter Witt car in preservation.

New York State Railways was a large regional system operating urban systems in Rochester, Syracuse, and Utica, and a number of interurban lines through the area. The Peter Witts served Rochester until the end of surface streetcar operation on March 31, 1941 (a streetcar subway line operated until 1956). Car 1213 survived as a storage shed and was donated to the museum by Mr. Alan Copenhagen, of Webster, New York. Although in poor condition, the car can be restored and authentic equipment is on hand to make the car operational. A restoration fund has been established to rebuild Car 1213, dedicated to the memory of long-time Rochester area member Norman Kistner.

The museum added a rare and important vehicle to its collection in 1985, thanks to a donation by Mr. James C. Bruggere. A Mack diesel-electric bus was delivered in May from the Western Railroad Museum in California, where it had been stored for many years. New York City bus 87 was built for the Third Avenue Railway's bus subsidiary, the Surface Transportation Corporation, in 1942.

It was one of a fleet of hundreds of buses intended as additional replacements for streetcars. However, the Office of Defense Trans-

portation ordered a halt to further conversions. Within a few months after delivery, nearly all the buses of this group were requisitioned by the Navy. The museum's Mack was taken to Corpus Christi, Texas and later to the Mare Island Shipyard in California, where it was operated for the Navy by Pacific Greyhound Lines. It was used on local shuttle routes for shipyard workers and the lack of a gearshift lever was appreciated by the many women who served as drivers.

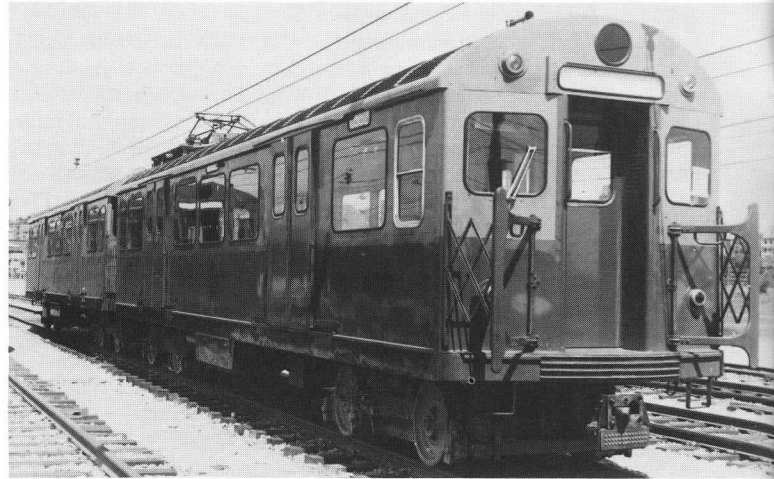
After World War II the hydraulic transmission supplanted electric drive in buses, and this link between the electric trolley and the diesel transit bus disappeared. Because of its rarity, interested members plan a thorough restoration of bus 87 in the near future.

Our collection of historically significant rapid transit cars was enhanced in September with the arrival of car 0559, the first of a two-car "Married Pair" set of 1951 St. Louis Car Company Blue Line Cars from Boston. These cars were built using much of the PCC technology developed by the Electric Railway Presidents' Conference Committee. They are, in fact, PCC Rapid Transit Cars. These cars are noteworthy as the first cars to have many of the features found in all of the modern rapid transit cars which followed them. These features include: windows glazed directly into the side sheets; the first extensive use of "maintenance free" interior materials including formica, stainless steel, etc.; the first rapid transit use of rubber-cushioned draft gear; the first rapid transit cars to use composition brake shoes; and the only cars to use the Transit Research Corporation's B-10 trucks, made by the Clark Equipment Company. These trucks were later replaced with General Steel Industries trucks due to fatigue problems. The museum has the last existing set of complete B-10 trucks and it is planned to equip one car of the two car set with these trucks.

Much of the glass in car 0559 was broken by vandals in Boston. However, a strong volunteer effort has completed the glass replace-

ment in this car. With the arrival in 1986 of the second car, number 0562, the Museum will have a handsome and technically significant exhibit which not only fills a gap in our Boston Collection but also depicts a significant advance in the development of Rapid Transit rolling stock in America.

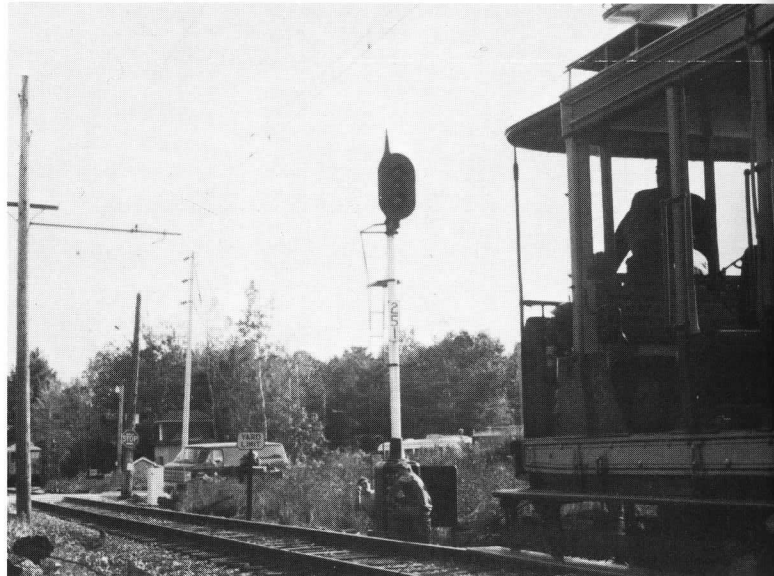
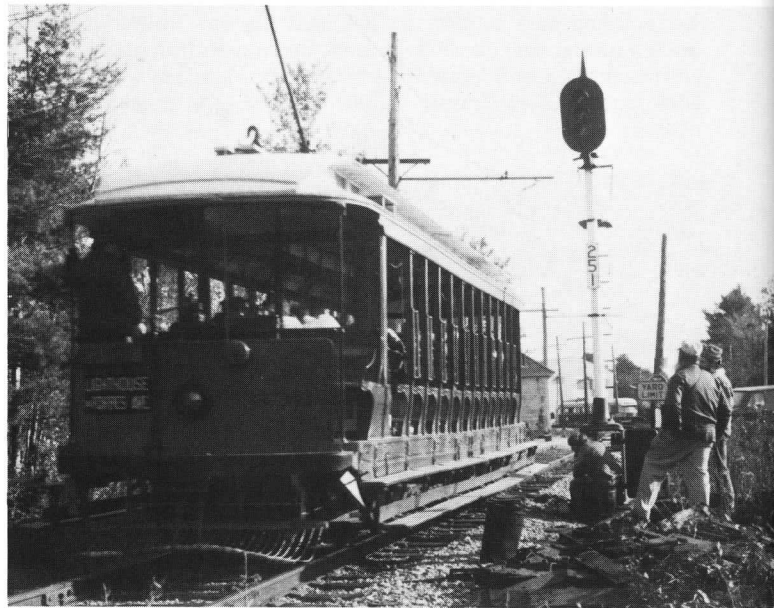
In order to protect future needs for the operation of PCC cars, interested members purchased from the MBTA six PCC cars of varying types about to become extinct. The cars are 3069, 3099, 3122, 3174, 3331, and 3344. Though mixed with preserved cars in yards, they are not included in the collection. They will be maintained indefinitely and serve as a source of, and as storage space for, spare parts.



SIGNAL DEPARTMENT

The year 1985 saw the installation of new circuits and apparatus to control the museum's signals. Over the years, the previous equipment had seen much abuse from weather, lightning, and age. In 1984 the old wiring was stripped out to make way for new wiring. The LVT signals at McKay Boulevard had to be relocated North to make way for the future siding. Line wires were installed using heavier "rural C;" which replaced the lighter "drop cord." Track bonds were replaced as required, and many insulated joints were installed, to provide the track circuits. By late 1985, the switch was thrown, and the signals were in service.

The next projects for 1986 include installing two LVT signals at the lower end of Meserve's Curve, just north of the future siding, and installing crossing flashers at McKay Boulevard. This will require several more insulated joints and track circuits, and we are currently gathering the materials and making plans for the work. Other future goals include rewiring Quonset Crossing, and installing mainline signals further out.



RIGHT UPPER — Not only the first PCC Rapid Transit cars for Boston, but for the industry, these new units were shown awaiting opening of the 1952 extension of the East Boston Tunnel line to Orient Hts. now called the Blue Line. CHARLES A. BROWN

RIGHT CENTER — A historic moment at STM for track circuit signalling. 838 had unknowingly approach lit signal 251 on entering the block. A dream dating back to acquisition of materials in the early fifties from the abandoned Liberty Bell Route had finally come true . . . TSdeB

RIGHT LOWER — Brill Open car 303's motorman, surprised by the new signal, acknowledged by coming to a stop. LVT semaphore signals, actuated over the years by trolley contacters, have temporarily been withdrawn from service awaiting overhaul. TSdeB

NORTH TERMINAL REPORT

The Biddeford Terminal continues to move forward on its two principal objectives. The first is the closing of the gap between the length of roadbed constructed nearly thirty years ago starting at Route One and heading easterly toward the original Atlantic Shore Line right of way. The connection would be made at a point just north of the old Proctor Road crossing. This section of the old roadbed had been secured by the Central Maine Power Company's subsidiary, the Cumberland County Power & Light at the time that trolley operation ceased. With the relocation and upgrading of their transmission line, the right of way was deeded over to the Seashore Trolley Museum.

The considerable amount of progress made during 1985 and funded by Biddeford Station included:

1. Complete reconstruction of the access road.
2. Final grade of the barn roadbed approach.
3. \$7,000 of gravel placed along the roadbed.

The north terminal, known as Biddeford Station, is a joint effort between private interests which are financing station improvements and the Terminal Improvement Fund, a Seashore restricted fund, which raises funds for the development of those parts of the total project which are owned by the Museum. Seashore has deeded rights of way and use agreements with the private owner, guaranteeing free use of the Biddeford Station Terminal, its parking lot, and all necessary access.

The membership is encouraged to drive over to the Station site and inspect the progress. For those so inclined, the walk from Biddeford Station to Arundel Station is just 200 feet more than four miles, over an improved railroad grade, and through picturesque New England woodlands.

Upon hearing of the abrupt decision by the Canadian National Railway to de-electrify the interurban line from Quebec City to Ste. Anne de Beaupre and St. Joachim, Seashore members fielded a never to be forgotten expedition to take last rides "on its own wheels" to Maine. There they discovered two car sets of brand new aluminum window sash and slides intended for the overhaul started but never to be finished of two C.A. & E. Pullman built cars. These turned out to be a perfect fit for Q.R.L.&P. 454 with enough extra sash to be made over into end window sash.

Each Canadian interurban seemed to have something distinctive about it, and, as often as not to have some tie with a steam road operation. In this case, and in addition to deriving much passenger revenue from pilgrimages to the shrine of Ste. Anne, it also possessed the unique feature of being the sole connecting link between the CNR's Murray Bay Line and entire rest of the system at Quebec (City). Electrified and operated by the Quebec Railway Light and Power it fitted in well with their city and suburban operation. Unusually long steeple cab locomotives were used to haul the Canadian National passenger and freight trains out to their own territory, which started again at St. Joachim.

But when the interurban became the sole surviving rail operation of the Power Company, it became more logical to turn it over to the CNR. The rolling stock had been overhauled and work was nearly a third completed on converting the direct suspension supporting the trolley wire to catenary employing regalvanized bracket arms salvaged from the recently abandoned and well known Montreal & Southern Counties. Then came the decision to de-electrify the line.

Although after the CNR takeover in 1951, through trains to Murray Bay were now diesel hauled, the steeple cab locos continued in freight service actually outlasting the interurban passenger car operation by several months. An oddity of latter days was the continuation of the Q.R.L.&P. paint scheme and lettering of the passenger cars, while the freight engines bore the Canadian National logo! 454 is the sole surviving steel car while one wooden Ste. Anne car is preserved at Delson.

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RUSSELL F. MUNROE

BELOW — In our endeavors to restore our rolling stock authentically we are much indebted to our many friends from out of New England who enthusiastically aid us. Such a one is Everett White, shown above, who has been so very helpful with the long term rebuilding of Brooklyn 4547. Everett has been well known in railfan circles in New York and in the preservation of cars in that area. At the same time we wish to express our thanks to Francis J. Goldsmith whose annual visits to Seashore we welcome and thank especially for his help in the loan from E.R.A. of the splendid picture of 1304 at Erie. TS-deB



Price Waterhouse

50 Kennedy Plaza
Suite 800
Providence, RI 02903

Telephone 401 421 0501

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



May 6, 1986

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, 1985, and the results of its operations and changes in its financial position for the year in conformity with generally accepted accounting principles consistently applied during the period subsequent to the change, with which we concur, made as of January 1, 1984, in the method of reporting current restricted contributions as described in Note 2 to the financial statements. 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

BALANCE SHEET

(With Comparative Totals for 1984)

Assets	December 31, 1985			December 31, 1984	
	Current Unrestricted	Current Restricted	Plant Fund	Total	Total
Current assets:					
Cash	\$ 400	\$ 14,087		\$ 14,487	\$ 15,701
Savings account	346	24,810		25,156	20,201
Short-term investments	41,074	24,511		65,585	65,163
Accounts receivable, net					1,037
Grant receivable		13,597		13,597	25,000
Interfund account		32,910		32,910	13,562
Inventories	27,375			27,375	30,870
Prepaid expenses	947			947	1,325
Total current assets	70,142	109,915		180,057	172,859
Fixed assets - net			\$545,981	545,981	508,752
Total assets	\$ 70,142	\$ 109,915	\$545,981	\$726,038	\$681,611
Liabilities and Fund Balances					
Current liabilities:					
Current portion of long-term debt			\$ 10,632	\$ 10,632	\$ 9,435
Loan payable					1,838
Accounts payable and accrued expenses	\$ 13,114	\$ 844		13,958	12,711
Interfund account	32,910			32,910	13,562
Deferred income	1,760	27,193		28,953	24,363
Total current liabilities	47,784	28,037	10,632	86,453	61,909
Long-term debt			49,411	49,411	59,697
Total liabilities	47,784	28,037	60,043	135,864	121,606
Fund balances:					
Plant fund			485,938	485,938	439,620
Restricted		81,878		81,878	82,106
Unrestricted:					
Designated by the Trustees	18,304			18,304	20,740
Undesignated, available for general activities	4,054			4,054	17,539
Total fund balances	22,358	81,878	485,938	590,174	560,005
Total liabilities and fund balances	\$ 70,142	\$ 109,915	\$545,981	\$726,038	\$681,611

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

STATEMENT OF INCOME, EXPENSES AND CHANGES IN FUND BALANCES

(With Comparative Totals for 1984)

	Year ended December 31, 1985			Year ended December 31, 1984	
	Current Unrestricted	Current Restricted	Plant Fund	Total	Total
Support and revenue:					
Contributions and bequests	\$ 25,151	\$ 73,262		\$ 98,413	\$132,619
Contributed services	94,522		10,214	104,736	61,955
Grants	648	25,761		26,409	4,938
Membership dues	12,143			12,143	12,296
Admissions	72,527			72,527	74,117
Investment income	5,328	2,561		7,889	6,939
Unrealized appreciation of investments	1,217	1,276		2,493	
Miscellaneous	4,205			4,205	4,135
Revenue from auxiliary operation	62,993			62,993	60,360
Total support and revenue	278,734	102,860	10,214	391,808	357,359
Expenses:-					
Program expenses:					
Curatorial and exhibits	136,100	54,200	8,381	198,681	164,160
Support expenses:					
Membership	8,910		232	9,142	8,555
General and administrative	71,924	10,914	3,348	86,186	88,460
Fund raising	2,817	206		3,023	3,572
Total support expenses	83,651	11,120	3,580	98,351	100,587
Auxiliary operation	53,398	7,090	4,119	64,607	67,968
Total expenses	273,149	72,410	16,080	361,639	332,715
Excess (deficit) of support and revenue over expenses before cumulative effect of a change in accounting principle	5,585	30,450	(5,866)	30,169	24,644
Cumulative effect on prior years of change in accounting principle					65,768
Fund balance beginning of year	38,279	82,106	439,620	560,005	469,593
Transfers for retirement of debt	638	(9,727)	9,039		
Transfers for property and equipment acquisitions	(22,144)	(20,951)	43,095		
Fund balance end of year	\$ 22,358	\$ 81,878	\$485,938	\$590,174	\$560,005

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

DECEMBER 31, 1985

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES:-

The New England Electric Railway Historical Society, Inc. (the Society) is a nonprofit 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 are recognized as revenue in the period received (see Note 2). 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 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 market value.

Grant receivable:

Grant revenue is recognized to the extent expenditures are made which can be charged against the grant. The grant receivable balance reflects the grantor's entire obligation under the terms of the grant. Deferred income in the current restricted fund represents funds receivable which have not been expended.

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.

Income taxes:

The New England Electric Railway Historical Society, Inc. is a nonprofit organization which is exempt from paying federal income taxes.

Account reclassification:

Certain accounts included in the December 31, 1984 comparative totals have been reclassified to be consistent with the December 31, 1985 account classifications.

NOTE 2 - CHANGE IN ACCOUNTING PRINCIPLE:

During 1984, the Society changed the method of accounting for current restricted contributions. Previously, current restricted contributions were reported as deferred income until expended, at which time they were recorded as revenue. Under the method adopted in 1984, current restricted contributions are reported in full in the year received. The Society believes that the recognition of current restricted contributions in the period received more clearly reflects total support and revenue in the period being reported.

NOTE 3 - SHORT-TERM INVESTMENTS:-

Cost and quoted market values of investments in marketable securities are summarized as follows:

	Cost	Market
Unrestricted	\$ 39,857	\$ 41,074
Restricted	23,235	24,511
Total	\$ 63,092	\$ 65,585

NOTE 4 - FIXED ASSETS:-

A summary of fixed assets and the related accumulated depreciation at December 31, 1985 follows:

	Cost	Accumulated Depreciation	Net
Land	\$ 47,970		\$ 47,970
Land improvements	33,499	\$ 14,676	18,823
Building and improvements	342,387	78,075	264,312
Track and wire	141,291	41,084	100,207
Machinery and equipment	92,934	86,372	6,562
Construction-in-progress	108,107		108,107
	<u>\$766,188</u>	<u>\$220,207</u>	<u>\$545,981</u>

NOTE 5 - LONG-TERM DEBT:-

Long-term debt at December 31, 1985 consists of the following:

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	\$ 60,043
Less - current portion	10,632
	<u>\$ 49,411</u>

During 1985, the society paid the remaining balance of \$1,638 on long-term unsecured notes payable to members.

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

Year ending December 31,	Amount
1986	\$10,632
1987	\$11,980
1988	\$13,500
1989	\$15,512
1990	\$ 8,419

NOTE 6 - DESIGNATION OF UNRESTRICTED FUNDS:-

At December 31, 1985, unrestricted funds have been designated by the Board of Trustees for the following purposes:

Restoration of cars	\$ 11,327
Museum development	2,197
Purchase of exhibits	1,384
Endowment fund	3,396
	<u>\$ 18,304</u>



Whether in the daytime or at night, as this photo of museum pioneer car 31 shows, the J.G. Brill Company of Philadelphia had perfected the art of open car design by 1900. WOOLNOUGH

**NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.
STATEMENT OF CHANGES IN FINANCIAL POSITION - TOTAL FUNDS
(With Comparative Totals for 1984)**

	Year ended December 31, 1985	Year ended December 31, 1984
Sources of working capital:-		
Excess of support and revenue over expenses before cumulative effect of a change in accounting principle	\$ 30,169	\$ 24,644
Add income items not affecting working capital in the period:		
Depreciation	16,080	15,254
Contribution of operating fixed assets	(10,214)	(3,441)
Cumulative effect on prior years of a change in an accounting principle		65,768
Total sources of working capital	<u>36,035</u>	<u>102,225</u>
Uses of working capital:		
Retirement of long-term debt	10,286	19,953
Acquisition of operating fixed assets	43,095	19,067
Total uses of working capital	<u>53,381</u>	<u>39,020</u>
Increase (decrease) in working capital	<u>\$(17,346)</u>	<u>\$ 63,205</u>

Analysis of Changes in Working Capital

Increase (decrease) in current assets:		
Cash and savings account	\$ 3,741	\$(11,909)
Short-term investments	422	10,680
Accounts receivable	(1,037)	(562)
Grant receivable	(11,403)	25,000
Loan receivable		(1,600)
Interfund account	19,348	12,004
Inventories	(3,495)	(10,017)
Prepaid expenses	(378)	1,070
Total	<u>7,198</u>	<u>24,666</u>
(Increase) decrease in current liabilities:		
Current portion of long-term debt	(1,197)	1,365
Loan payable	1,838	(1,838)
Accounts payable and accrued expenses	(1,247)	3,863
Interfund account	(19,348)	12,004
Deferred income	(4,590)	47,153
Total	<u>(24,544)</u>	<u>38,539</u>
Increase (decrease) in working capital	<u>\$(17,346)</u>	<u>\$ 63,205</u>

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

50 Kennedy Plaza
Suite 800
Providence, RI 02903

Telephone 401 421 0501

Price Waterhouse

May 6, 1986

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

In our opinion, the accompanying statement of functional expenses is fairly stated in all material respects in relation to the basic financial statements, taken as a whole, of New England Electric Railway Historical Society, Inc. for the year ended December 31, 1985 which are covered by our report dated May 6, 1986 presented in the first section of this document. That report is qualified with respect to a change in accounting for current restricted contributions for the year ended December 31, 1984. Our examination was made for the purpose of forming an opinion on the basic financial statements taken as a whole. This information is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information has been subjected to the auditing procedures applied in the examination of the basic financial statements.

Price Waterhouse

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

ADDITIONAL INFORMATION

STATEMENT OF FUNCTIONAL EXPENSES
(With Comparative Totals for 1984)

Program	Year ended December 31, 1985						Year ended	
							December 31	
	Supporting Expenses						1984	
Curatorial & Exhibits	Membership	General and Administrative	Fund Raising	Total	Auxiliary Operation	Total Expenses	Total Expenses	
Salaries	\$ 49,149		\$ 15,257		\$ 15,257	\$ 2,771	\$ 67,177	\$ 55,384
Employee benefits			845		845		845	1,021
Payroll taxes	4,840		1,491		1,491	267	6,598	5,516
Total salaries and related expenses	53,989		17,593		17,593	3,038	74,620	61,921
Contributed services	70,406	\$ 593	17,917	2,132	20,642	3,473	94,521	59,855
Professional fees	1,090		9,490		9,490		10,580	12,908
Utilities	11,223	1,066	5,878		6,944	791	18,958	16,607
Postage and shipping	117	15	785	462	1,262	699	2,078	2,806
Printing and publications	5,675	2,670	1,137		3,807		9,482	6,297
Restoration and maintenance	26,723		4,254		4,254	1,856	32,833	57,292
Taxes and fees			641		641	135	776	729
Insurance	8,184		3,660		3,660	669	12,513	10,136
Public relations			12,602		12,602		12,602	12,100
Travel			2,545		2,545		2,545	718
Membership fees			934		934		934	1,034
Equipment rental	9,480		4,593		4,593		14,073	8,284
Supplies	1,181	2,747	809	429	3,985	985	6,151	4,750
Interest	2,232					6,096	8,328	9,134
Miscellaneous		1,819			1,819		1,819	10,751
Cost of goods sold						42,746	42,746	42,139
Total expenses before depreciation	190,300	8,910	82,838	3,023	94,771	60,488	345,559	317,461
Depreciation	8,381	232	3,348		3,580	4,119	16,080	15,254
Total expenses	<u>\$198,681</u>	<u>\$ 9,142</u>	<u>\$ 86,186</u>	<u>\$ 3,023</u>	<u>\$ 98,351</u>	<u>\$ 64,607</u>	<u>\$361,639</u>	<u>\$332,715</u>

REPORT OF THE CHIEF FINANCIAL OFFICER

As has been the case for the past eight years, since 1977, the museum continued to experience a steady, but gradual, decline in visitor attendance in 1985. Annual museum attendance has dropped by 13,519, or 30 percent, during that period with a trend of an average rate of decline of 1,183 visitors per year. Total attendance for 1985 was 31,781 compared with 33,027 in 1984, 34,700 in 1983, and 33,836 in 1982.

With the continuing drop in attendance over those years, there has also been a corresponding, although less severe, drop in admissions revenues. Annual admissions revenues have dropped by \$8,260, or 10.2 percent, over the last six years, with a trend of an average rate of decline of \$1,880 per year. In 1985, gross revenues from museum admissions, including admissions from special events and including re-funds, totaled \$72,527, compared with \$74,117 in 1984, \$ 73,976 in 1983 and \$77,020 in 1982.

In contrast, revenues from on-premise museum store sales (not including mail order sales) continue to rise, and since 1980, have increased by \$10,697, or 21 percent, with a trend of a \$2,359 average annual increase. In 1985, revenues totaled \$61,612 compared with prior years' revenues of \$57,034 in 1984, \$62,864 in 1983, and \$48,645 in 1982.

However, revenues from museum store mail order sales continued their rather disappointing decline in 1985. They have been in a constant decline since 1977, with a trend since 1980 of an average rate of decline of \$954 per year. While steps must be taken to increase the volume of sales and return to the level enjoyed during 1977, the museum does have stiff competition in the area of book sales. The store currently offers a 10 percent discount to museum members on book and other merchandise sales, but many booksellers discount their stock by 20 percent. There is a real marketing job ahead of us.

Despite the steady decline in attendance, total income from the public, which includes admissions, store sales, farebox contributions, and dining car food sales and commissions has experienced a gradual trend of a \$784 increase per year. The favorable trend is due to the marginal income from an increasing trend in the per-capita income per visitor outweighing that from the downward trend in attendance. Although museum attendance dropped by 3.8 percent from 1984 to 1985, total income from the public actually increased by 2.1 percent. It was \$139,058 in 1985 versus \$136,182 in 1984, \$139,851 in 1983, and \$129,055 in 1982.

While the gradual decline in attendance persists, the average, or per-capita, income received from each museum visitor has been increasing, although it may not have kept pace with inflation over those years. In 1977, the museum received an average of \$2.37 per visitor, representing \$1.37 in admissions, \$.97 in on-premise museum store sales and \$.03 in farebox contributions. In 1985, eight years later, the average has increased by 85 percent, to \$4.38 per visitor, which includes \$2.28 in admissions, \$1.96 in store sales, \$.10 in farebox donations and \$.03 in dining car food sales and commissions.

Referring to the audited financial statements for 1985, total support and revenue was \$391,808, versus \$357,359 in 1984. This is represented by \$278,734 and \$102,860 in Unrestricted and Restricted Fund Support and Revenues respectively, and \$10,214 in Contributed Services to the Plant Fund. Contributions and grants in 1985 totaled \$229,558, versus \$199,512 in 1984, and accounted for 58.6 percent of total income.

Contributions in 1985 totaled \$98,413, including \$75,076 in cash contributions and \$19,886 in contributions-in-kind (value contributions) from museum members and friends, \$3,300 in farebox dona-

tions from the visiting public and \$104,736 as the value of 17,242 manhours of documented volunteer services by 118 members.

Grant support for 1985 totaled \$26,409, versus \$4,938 for 1984, and included 1985 expenditures of \$23,235 of the \$25,000 Conservation Projects Support grant received in 1984 from the Institute of Museum Services of the United States Department of Education, a \$1,055 work study grant from the University of Maine and a \$2,120 grant from the State of Maine Jobs Training Program.

The museum also received a \$27,193 General Operating Support grant from I.M.S. in 1985, which will be used to fund a variety of needed programs in 1986, including the purchase of a computer system for maintaining financial and membership records as well as for collections management, and the purchase of audio-visual equipment for visitor orientation purposes. The grant will also support printing a new museum guidebook, constructing additional directional signs around the museum property, constructing exhibit description signs, purchasing file cabinets and dehumidifiers for the library and archives, performing maintenance work on the Library building, car conservation and other projects. Nothing from the grant was spent in 1985, although half the grant, or \$13,596, was received. Therefore, this grant is shown in the financial statement as Restricted Fund deferred income of \$27,193. The Finance Committee has prepared grant applications for additional General Operating Support and Conservation Project Support grants for 1986-1987.

The museum's rolling stock restoration efforts received a major assist in 1984 with the receipt of the \$25,000 Conservation Projects Support grant mentioned above. The grant was from October, 1984 through October, 1985 and was used to accelerate significantly conservation efforts on six cars and to erect car barn roofing and siding. The total value of the project was slightly over \$77,874 with the museum making up the \$52,874 remainder with its own funds, in the form of cash, contributed expenses, and contributed services. The program was of great benefit to the museum; not only did several elements of the vehicle collection receive major work, but a full time and dedicated carshop crew was established.

Museum functional expenses, or operating expenses, totaled \$361,639 in 1985, versus \$332,715 in 1984, a rise of \$28,924. These expenses included \$345,599 in cash expenses and the expense allocation of contributions-in-kind and contributed services to the Unrestricted and Restricted Fund, and \$16,080 in Plant Fund expenses to account for depreciation of museum fixed facilities.

Also in 1985, \$9,727 was expended for the retirement of debt, including principal payments of \$9,089 for the Visitors Center mortgage and \$638 for the remaining balance of the loan extended by member John B. Barr for the acquisition of Third Avenue Railway System car 631. In addition, \$43,095 was expended for capital im-

provements to the museum and the purchase of capital equipment. These included \$22,808 for construction of the Visitors Center restrooms, which we hope will be in operation in 1986, \$1,085 for construction of the Visitors Center proper, \$15,410 for car barn construction, \$1,682 for extension of the main line, \$1,200 for improvements to the North Terminal property and \$910 for a new furnace for heating the work areas of the carshop. Funding for these capital expenses was provided by \$22,114 in general museum support and revenues and by \$20,951 in specific contributions for these projects.

The total fund balance at the end of 1985, which represents the difference between all museum assets and liabilities was \$590,174. The balance in the Unrestricted Fund was \$22,358, of which \$18,304 has been designated by the Board of Trustees for specific purposes, including \$2,197 for museum development, \$12,711 for the acquisition and/or restoration of vehicle exhibits and \$3,396 in an Endowment Fund (these funds are commonly referred to as Museum Restricted Funds). The remaining \$4,054 is uncommitted and available for general museum operating expenses.

The balance in the Restricted Fund was \$81,878 which represent committed, but unspent, funds contributed by museum members and friends for specific purposes. The balance in the Plant Fund was \$485,938 and represents the cost of museum fixed assets, less accumulated depreciation and less short and long-term debt.

Because of the trend of increasing expenses, decreasing attendance, and basically stagnant income levels, the museum's operating and capital budget for fiscal year 1986 has been severely reduced to meet the projected incomes without incurring any deficits. While there is resistance to this policy, such "belt-tightening" is essential for the future financial health of the museum. It is also necessary that the museum take immediate corrective action to increase museum attendance and increase the average income per visitor if the museum is to survive and grow.

Some positive steps have been taken. The museum's offering to the public is improving via initial steps in the creation of additional displays, signs, orientation programs, and interpretation, plus the construction of public restrooms in the Visitors Center. Other improvements include a longer main line ride, a varied selection of equipment available for the public to ride, and an increased level of distribution of museum flyers. However, there must be an expansion of efforts to seek other sources of income, including private and public grants, increased support from the membership, and an increased level of special events.

Much is currently being done, but much remains to be done. Most importantly, teamwork has to be emphasized as we strive to achieve the museum's goals.



Much of the educational process of telling the story of the electric railway's important role in the growth of public transportation can be told by photographic displays, histories, movies, and models. But Seashore chose to pioneer a more difficult approach, preservation of various types of cars about to become extinct-involving acquisition, moving to a site, preserving and later restoring to operating condition. This, of course, eventually led to building and maintaining an electric railway line over which to operate these cars. A formidable undertaking for amateurs and certainly one hardly required of Fine Arts or Maritime Museums — yet a positive and almost unavoidable approach in communicating to latter day generations the actual experience of riding on the diverse and often custom built types of trolley cars that preceded the PCC and Light Rail era. Both photos — WOOL-NOUGH

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

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C. Murray Cott	Frederick J. Perry
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Robert E. Kelly	John G. Smith

SENIOR TRUSTEES

Edward J. Barry	Clayton D. Sargent
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Executive Vice President	Henry B. Brainerd
Vice President	Arthur G. Duncan
Treasurer & Comptroller	Jeffrey N. Sisson
Secretary & Ass't Treasurer	Cecilia B. Clapp
General Counsel & Clerk of Corporation	Wayne T. Adams
Membership Secretary	Henry Dickinson, Jr.

*UP TO ANNUAL MEETING

HONORARY OFFICERS

Past President	Alexander Hamilton
Treasurer Emeritus	John E. Amlaw
General Manager Emeritus	Dwight B. Minnich

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
 Museum Store Association
 State of Maine Publicity Bureau
 The National Trust for Historic Preservation
 Tourist Railway Association, Inc.
 New England U.S.A. Foundation

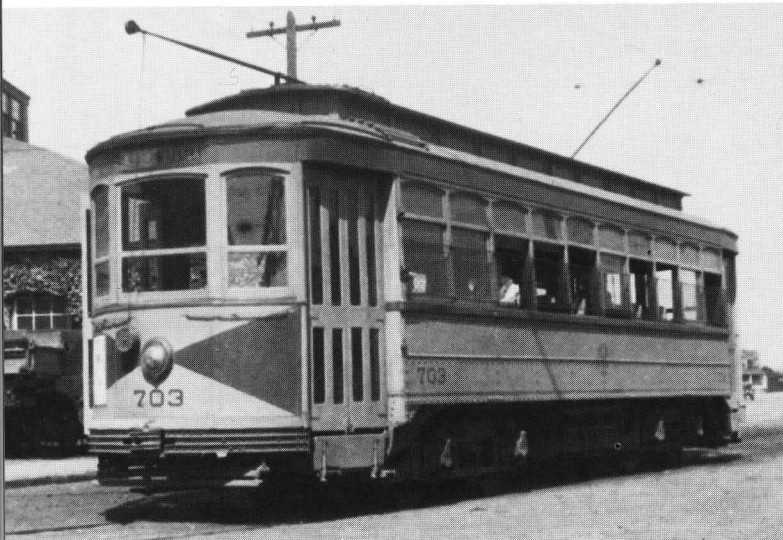
SEASHORE TROLLEY MUSEUM —
THE MUSEUM OF MASS TRANSIT

ADMINISTRATIVE OFFICERS*

<i>General Manager</i>	Frederick J. Perry
<i>Director of Exhibits</i>	George Burdick
<i>Bookkeeper/Office Manager</i>	Dorothy Warner
<i>Museum Store Manager</i>	Michael Deacon
<i>Co-Superintendent Passenger Operations</i>	Foster C. Leavitt, Sr.
<i>Co-Superintendent Passenger Operations</i>	C. Murray Cott
<i>Ass't. Sup't. Passenger Operations</i>	John W. Coyle III
<i>Publicity Director</i>	Janet E. Krippendorf
<i>Electrical Engineer</i>	Thomas M. Brigham
<i>Sup't. Car Restoration & Maintenance</i>	Donald G. Curry
<i>Supervisor Track</i>	James E. Tebbetts
<i>Sup't. Communications & Signals</i>	Lyman B. Hurter
<i>Section Foreman</i>	M. Dwight Winkley
<i>Editor Dispatch</i>	Michael J. Carroll
<i>Historian</i>	O. R. Cummings
<i>Museum Photographer</i>	Charles Woolnough
<i>Public Relations Representative</i>	C. Murray Cott
<i>Public Relations Representative</i>	Henry Dickinson, Jr.
<i>Public Relations Representative</i>	Ron Palmquist
<i>Motor Coach Tour Coordinator</i>	Barbara R. O'Brien
<i>Motor Coach Tour Coordinator</i>	William A. O'Brien
<i>Manager Brochure Distribution</i>	Dorothy Braun
<i>Manager Brochure Distribution</i>	George F. Braun
<i>Director Special Projects</i>	George M. Sanborn
<i>Special Representative-Boston Operations</i>	E. A. Silloway
<i>Special Representative</i>	Robert L. Barrett
<i>Special Representative</i>	Ralph L. Day
<i>Special Representative</i>	William M. Dox, Jr.
<i>Special Representative</i>	Carl L. Smith
<i>European Representative</i>	Anthony Von Hornstein
<i>Japan Representative</i>	Yuichi Sakamoto
<i>Statistician</i>	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



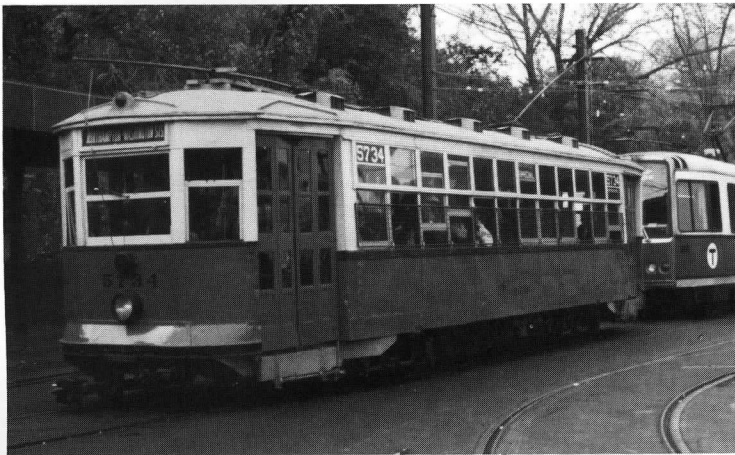
Car 703 at end North Long Branch Line around corner from Atlantic Avenue at Asbury Park, New Jersey. S.D. MAGUIRE

In his history of the "Coast Cities Trolleys", Joseph Eid sums up the disposition of rolling stock at the end of street car operation on October 22, 1931, as follows: the 300's went to Danville, Virginia, the 400's to Wilkes Barre, Pennsylvania, and the 700's to "Summer Camps". The story as far as STM was concerned might have ended there . . .

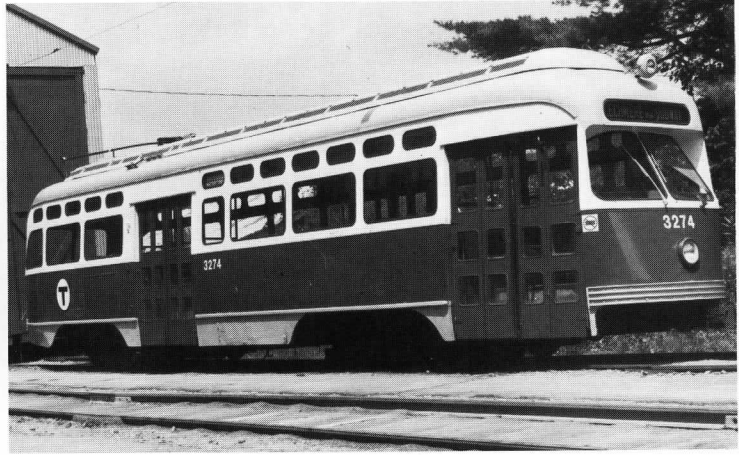
But 45 years later the body of No. 703 (originally Bay State 4175) was donated to the New England Electric Railway Historical Society in 1976, largely through the efforts of the late Stephen D. Maguire, and is now preserved at the Seashore Trolley Museum in Kennebunkport, ME. Here its restoration to operating condition has been started as a memorial to the late Richard L. Wonson of Fall River, who met a substantial part of the cost of moving 4175's body from New Jersey to Maine and who also contributed to a restoration fund established at the same time. Many others have since made substantial donations to the fund in Dick Wonson's memory.

The start of restoration was formally commemorated on January 20, 1985 and will be carried forward as quickly as funds permit. Hopefully it won't be too many years before 4175 becomes an operating car at the museum.

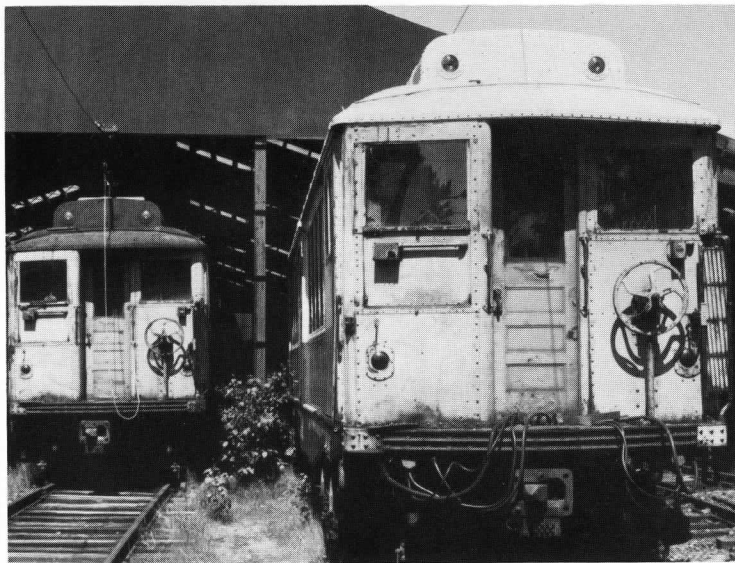
1985 UPDATE – BOSTON COLLECTION



No. 5 Semi 5734 continues on lease to the the Transit Authority for Charter trips, thus providing Boston with a link to the past and, in turn, the Seashore Trolley Museum with one to Boston.
WM. A. POLLMAN



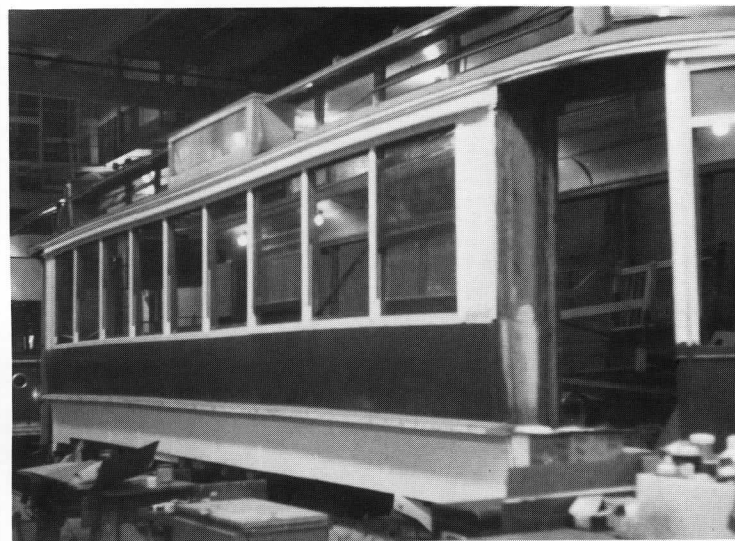
Picture Window PCC 3274 resplendent in green after refurbishing by young Society members.
WOOLNOUGH



1928 Elevated cars with 0997 on right with roof derusted and painted. Car 01000 on left scheduled for same treatment in '87.
WM. A. POLLMAN



No. 3 Semi Snow Plow 5164 once again mobile after total replacement of a composite wood and steal side frame.
TSDeB



26' 6" box car 472 shows results long term restoration at Watertown.
GEORGE KELLEHER



Center Entrance car 6131 with lower steel work in prime and new side roof section that has been replaced.
TSDeB

REAR COVER PHOTO, TOP — New York State Railways, Rochester Peter Witt Car 1213 on Monroe Loop at Highland Avenue in the 1930's. PHOTO COLLECTION — SHELDON S. KING

AUTOMATED OPERATION of "Tomorrow," a rapid transit car used to demonstrate the control system developed by General Electric of Erie, Pa., is provided through a speed-distance regulator on board the car that makes all decisions necessary to conform to system requirements. External operating information is transmitted continuously to the regulator by an interference-free communications link are, from left, R. K. Allen, project engineer, and R. D. Weeks, manager of metropolitan transportation sales.

COURTESY OF FRANCIS J. GOLDSMITH — FROM E.R.A. FILES

