1986
ANNUAL REPORT

"The Museum of Mass Transit"

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

OWNER AND OPERATOR OF THE SEASHORE TROLLEY MUSEUM

Kennebunkport, Maine

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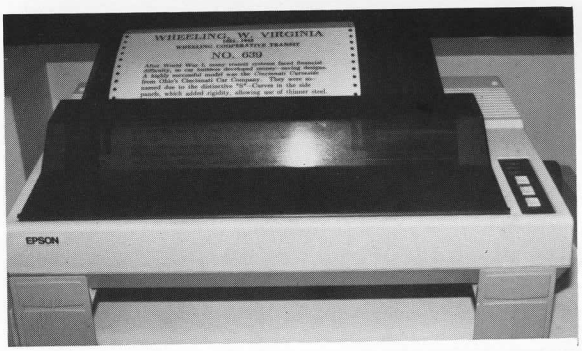

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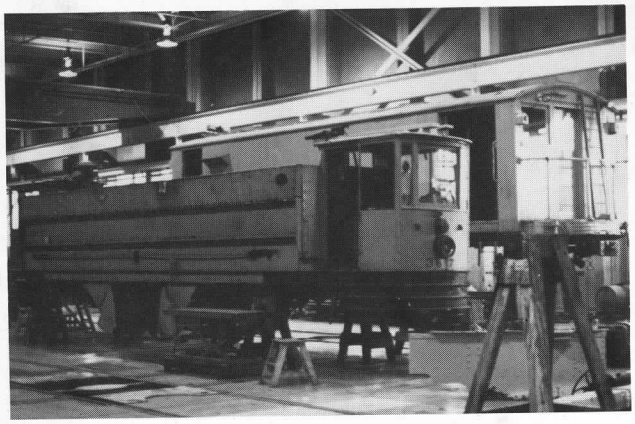
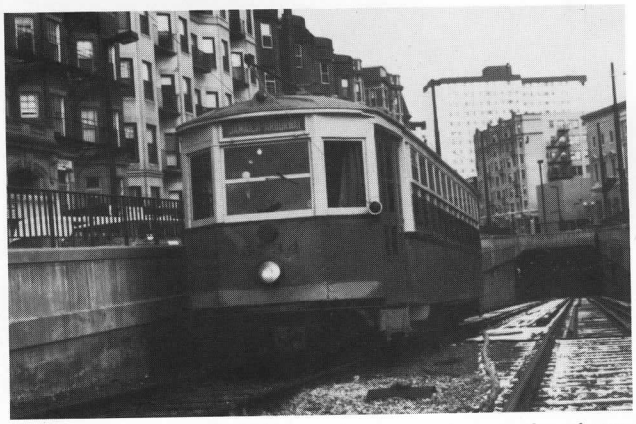
VISITOR IMPROVEMENT PROJECTS

1. *A sign to advise visitors of what awaits them at the museum was constructed and erected along the entry road.*
2. *Similar signs to guide visitors around the museum were routed in thick pine boards and stained brown, with yellow lettering.*
3. *The museum's computer, purchased with assistance from an Institute of Museum Services grant, prints text describing an exhibited car.*
4. *The completed car description text is laminated in clear plastic then mounted on a steel easel constructed in the museum's shop. Two 8 by 10 photographs of the car in service will be added to complete the descriptions.* JAMES SCHANTZ

MUSEUM CARS IN BOSTON



Before entering service in its multiple year lease to the MBTA, bottom dump car 3617 received extensive work at Wellington Shops. WILLIAM POLLMAN



The museum's Type 5 5734 remains a popular car for charter fantrips, and never fails to turn heads along the streets and subways of Boston's Green Line. WILLIAM POLLMAN

COVER PHOTO: Former Boston PCC 3342 sports a glistening red and cream coat of paint, as it is well along to re-conversion to Dallas 608. Distinctive Dallas features restored to the car include the end skirting and lifeguard in place of the Tomlinson coupler, dash lights below the end windows, and the split destination sign. WOOLNOUGH/TSdeB

CHAIRMAN'S REPORT

The museum's membership can view 1986 with satisfaction as a year of progress in almost all areas. Visitor income rose by four percent, net of an admission rate increase, buoyed by the first growth in attendance in three years. Though the growth was modest, it may be a welcome sign that more attention to publicity is bringing results. The well run museum store again posted a sales gain, helping to advance the museum's per-visitor income average. As well, contributions of cash and materials by museum members and friends grew and remain an extremely strong part of museum revenue, this year equalling that from visitors.

Bolstering these sources of income was our fourth Institute of Museum Services grant, for General Operating Support, awarded in late 1985. This provided a vital boost to a number of visitor oriented and administrative programs in 1986, including preparation of signs and exhibit descriptions, purchase of an orientation video system, and publishing of a new museum guidebook. The grant also covered procurement of a computer, plus help for carbarn, shop, and library programs.

However, vital as this help was, it will not be repeated in 1987. The effect of decreases in Federal spending contributed to the very disappointing rejections of our applications for new IMS Conservation and General Operating Support grants. Nonetheless, we remain thankful for the important progress past grants have enabled. Most significantly, they funded our first year round shop crew, a step so valued that our membership has contributed generously to continue the program after federal funding ran out.

Museum development activities and vehicle restoration also marked advances in 1986. The long term project of developing our Visitors Center to its potential as an orientation and educational facility continued, as did strong membership support to retire the construction mortgage. As we moved into the second half of the ten year repayment period, our membership again covered the majority of the amount due. In total in 1986, 194 members contributed $12,500 or 73 per cent of the $17,200 debt service.

Inside the Visitors Center a dedicated group of volunteers brought to near completion the vital though unglamorous task of constructing restrooms. These facilities, large enough to accommodate the crush of visitors brought by heavy days or the arrival of bus groups, would be the most expensive component of the Visitors Center if completed commercially. However, supported heavily by cash and material contributions, the volunteers progressed to complete wiring, to approach completion of plumbing, and to make major strides in installation of tile and fixtures, at far lower cost. One such inexpensive source of material helped bring a period flavor to the project, the acquisition and subsequent installation of marble restroom partitions from a trolley era department store in Haverhill, Massachusetts. Though overall progress has been slower than hoped, at year end volunteer labor was supplemented by shop labor and the rate of progress makes completion certain for the 1987 season.

Other activities helping development of the Visitors Center included setting up the IMS-funded video orientation program inside, extension of the brick boarding platform outside, and further progress on installation of interior lighting and partitions.

A new program swinging into action in early 1986 was the Public Facilities Committee which undertook coordination of improvements in the museum's offerings to the public. A 25 cent admission increase was implemented with the proceeds directed to this committee's activity. Other funding came from the above mentioned IMS grant. During the year, the group made a significant start on much-needed projects including improved directional signs around the property, historical descriptions for displayed cars, and a new walkway for visitor access to the shop from the main line.

For years the museum's prime method of publicity has been distribution of flyers throughout the northeast by a few dedicated volunteers, supplemented by commercial flyer services. Recently, museum members have tried some new ways of making the museum known, including in 1986 our first live radio remote broadcast. A Portland station, WMGX, transmitted from our property on an October weekend afternoon bringing a noticeable increase in visitors. The station was pleased with the results and would like to repeat the exercise in the future. As well, during the off-season volunteers rounded up several school groups and staff from a local hotel to simulate a busy day for a Cable News Network sequence. Both of these efforts demonstrated creativity and persistence on the part of our volunteer publicists. We laud these achievements and look forward to other innovate approaches in the future.

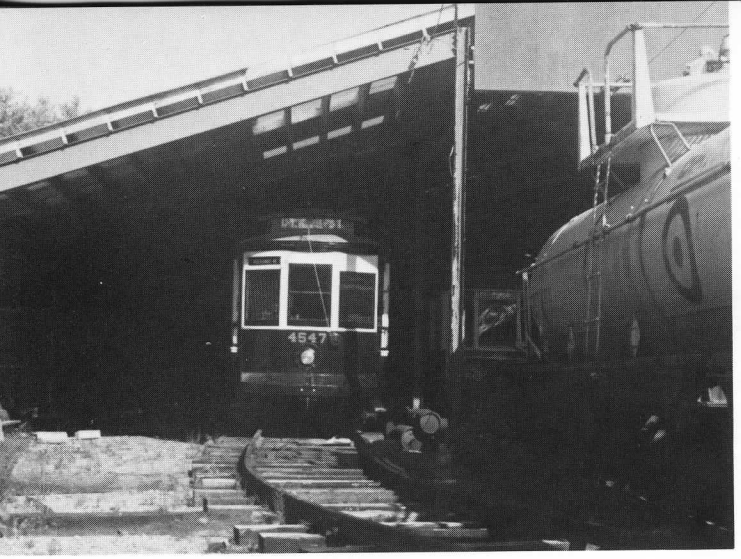
Car restoration progress included the long term efforts to rebuild Eastern Mass. St. Ry. semi-convertible car 4387 and Brooklyn convertible car 4547. Strong membership response to appeals for both cars allowed advancement toward completion which appears certain in 1987. For Brooklyn 4547, years of exterior reconstruction and surface preparation were rewarded with the application of final colors yielding the handsome appearance illustrated on the back cover of this report.

A volunteer project making marked progress was the re-conversion of Boston PCC 3342 to Dallas 608. As the front cover of this report shows, the car is now striking in the red and cream colors the car carried from the Pullman plant to Texas. This livery was reportedly influenced by the colors applied to the PCC's built earlier in Worcester for the Pacific Electric, and yields a very attractive appearance some 40 years later.

Another continuing program is the reconstruction of a second Eastern Mass. car, 4175, as a memorial to member and historian Richard L. Wonson. Generous contributions to this program have enabled reconstruction of the vestibules, the roof, and other structural components.

As Seashore's fiftieth anniversary is only a few years away in 1989, this view of the society's original car shows the scene which inspired the museum's founders to preservation. Biddeford & Saco open car 31 treats riders to an early form of "air conditioning", an open trolley ride, near Old Orchard Beach, Maine, on June 18, 1939. The end was very near for streetcar operation on the B&S. However, the end was not at hand for the experience of riding this car. Today 31 has been carefully restored in the museum's shops and sees frequent service carrying museum visitors. In this manner the museum preserves and continues long disappeared experiences - the sight, sound, feel and atmosphere of riding streetcars - for later generations.

ROBERT HANFT



The newly completed addition to the south side of Central Barn provides temporary shelter for Brooklyn 4547 when shop space work scheduling required its temporary absence. DOUG ANDERSON

Museum volunteer crews have erected steel columns and trusses at the rear of Fairview Barn in this shot. Framing and exterior sheet remains to be applied. FRED PERRY

Getting underway during 1986 was the next major car reconstruction to be undertaken by the shop, that of New Orleans 966. Given the heavy support pledged to this project, we can look forward to having a gleaming example of this famous American trolley in a only two or three years.

The shop itself became the beneficiary of some consequential improvement in the inauguration of the long awaited project to install a concrete floor. A member's donation, double matched by his employer IBM, provided the seed for this project which when finished in 1987 will improve shop productivity for years to come.

Several activities of long term benefit to the museum stemmed from the complete re-equipping of Boston's Blue Line rapid transit route several years ago. This year's only new arrival at the property was from the Blue line, number 0562, the second of two 1951 St. Louis cars. Joining number 0559, which arrived a year earlier, this car completes our semi-permanently coupled train of PCC rapid transit cars, the first noteworthy post-war subway car design.

Other Blue Line developments surround the 1924 cars from this line. In 1986 we received formal notice from the MBTA that the 4 car train requested by the museum was available. Movement will be planned in 1987. Of equal importance, the museum undertook significant efforts to obtain spare parts from the other cars of this series to re-equip the numerous incomplete car bodies at the museum. This represented a final opportunity, as this was the last fleet of pre-war cars available in North America. Very special thanks in this project go to Paul Ferragamo of North Shore Recycling, the contractor who scrapped the cars, for allowing our crews to take all parts desired, and who contributed supplies, labor, and loading assistance to the project as well. Parts acquired included control systems, braking systems, seats, air tanks, and a myriad of smaller parts. As the Blue Line cars were built to streetcar dimensions, these parts provide exactly what is needed to restore other cars. North Shore Recycling followed these valuable donations with subsequent gifts of PCC streetcar parts from both Boston and San Francisco.

Expansion of carbarn space continued in 1986. By year's end, 240 feet of additional covered rail storage, and an equivalent amount of space for rubber tired vehicles was available. This was due to completion of the new bay added to the west side of Central Barn, including construction of a track into the barn. The addition is wide enough for two lines of vehicles, one row of cars and one of buses. With the Central addition complete, attention turned to the rear extension to Fairview Barn, where museum crews erected roof trusses and began installation of purlins and bracing.

Track department efforts were devoted to maintaining and upgrading both track and equipment. Main line work included changing 100 feet of battered rail north of the long curve beyond Meserve's Crossing, and preparation for a passing siding north of Doherty switch. Initial

The museum's Visitors Center is an imposing structure even on crisp winter's day. Gradual progress at installing heating and insulation inside bring nearer the day when this will be a true year-round facility. TSdeB

filling and grading for the siding's roadbed, including a branch leading to the rear of the shop, was completed, as was installation of a pre-assembled switch at the south end of the siding. A major additional activity was rebuilding the gasoline powered Burro crane, which is perhaps the most valuable tool used by the track department. A major overhaul including a rebuilt engine and rehabilitation of most other mechanical and body parts was completed in 1986. The rejuvenated crane should serve well for years on main line extensions, plus yard construction and routine maintenance. Other projects included building a storage track for the B&M caboose near Shop 1, and moving rail and ties acquired from the former shipyard in South Portland.

The long-term upgrading of our signal system to track circuits continued as the first two signals so-controlled were brought into operation, and as more insulated joints were installed for later use. The program received a major boost with the much-needed donation a large amount of cable by General Electric, for which we are very grateful. Communications around the museum property were also helped by a significant amount of rewiring of our internal phone system.

The museum's library received a sizable, in terms of both quantity and quality, bequest from member H.L. Goldsmith, who passed away in late 1985. Approximately two tons of books, photos, roll-signs and other material were moved from Missouri by the Library Committee and placed in commercial storage in Portland. Receipt of such a valuable collection highlights the need for a spacious and controlled facility to provide proper care for the items and to make them readily available to researchers. The Library Committee is studying fund raising approaches to meet this pressing need.

A disappointment during the operating season was that we were unable to provide food service, in spite of promising preparatory efforts in the pre-season. At the last minute, the concessionaire withdrew and could not be replaced. Difficulties in consistently staffing a food service, plus the fact that North Shore diner 415 needs rewiring having been hit by lightning make the feasibility of providing food prepared on-site in the future questionable.

A surprising development late in the year was notice received from the city of Biddeford of their intention to take some of the museum's land for construction of an east-west runway at their municipal airport. The land involved does not lie on the path of our right-of-way to Route 1, however we have long viewed it as an important element of the museum's endowment. The City offered $760 per acre for the 35 acre parcel in question. The Trustees found the amount inadequate, so at year end were making preparations to contest the valuation vigorously in early 1987.

Finally, an acquisition of a different sort came to the property late in the year. A candidate for addition to our future Main Street, a period Jenney Oil gas station which latterly had served as the office of the Kennebunkport town dump, was donated to the society. Of metal construction, including a convincing metal imitation tile roof, the building will when restored provide an appropriate backdrop for the museum's cars.

In closing, we note the never ending work carried out by the volunteers who man the museum's operation on a day to day basis. Operating seven days a week from late spring until late summer places demands on car crews, store personnel, shop forces, and exhibit guides. The society's success in a year such as 1986 is a direct tribute to all who share in on-going activities and in the many development and restoration projects. These volunteer efforts and the financial contributions of many, many members help ensure that the museum will remain strong and enjoy even more successful years in the future.

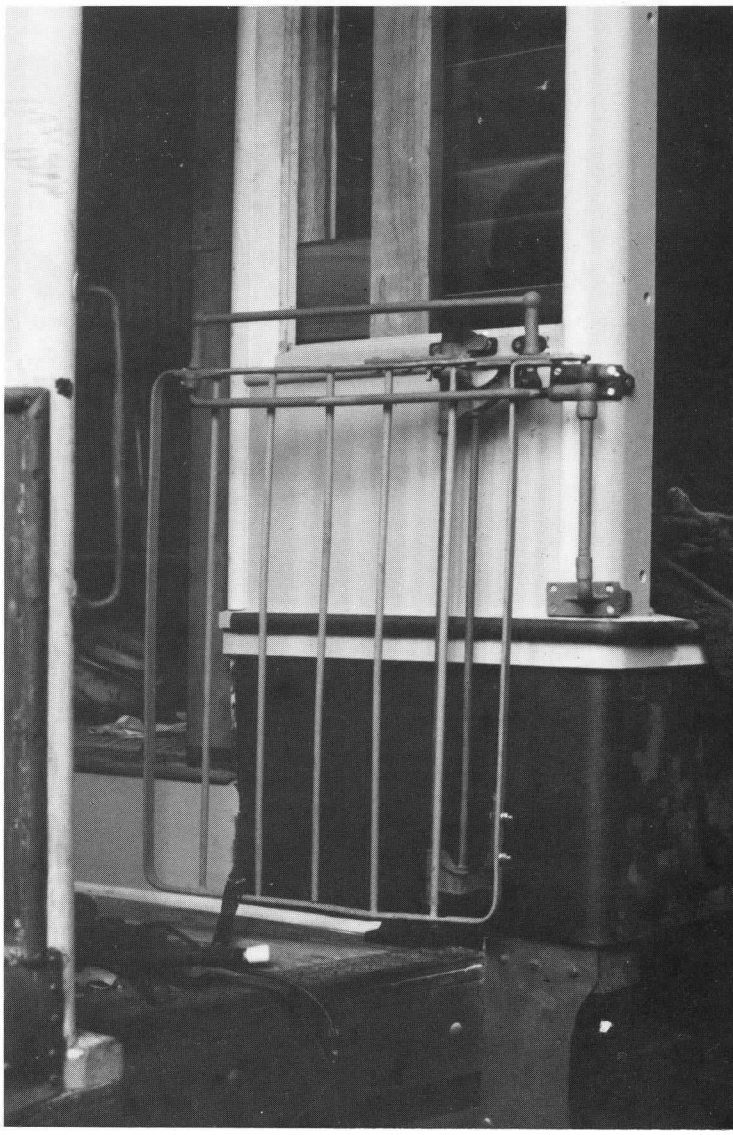
REPORT OF SUPERINTENDENT OF CAR RESTORATION AND MAINTENANCE

During 1986 over 30 cars, some as part of a long-term restoration, and others in for routine or minor repairs, received attention. Because of space limitations some cars were not brought into the shop for this work. While no major car restoration projects were actually completed, two long-term programs (Eastern Mass 4387 and Brooklyn 4547) advanced to the extent that completion in 1987 is certain. This report will illustrate the magnitude of work accomplished during the year.

Restoration and maintenance work in Town House Shops is done by a combination of volunteer and full-time paid staff, supplemented by some part-time help. In 1986, at least 57 volunteers worked in and around the shop. Each person gave a unique contribution, and everyone was greatly appreciated. Often, volunteers are available for only a short period of time, or are not able to take on a complete project. Volunteers may also underwrite a project financially, helping when they can, with the bulk of the work carried out by the regular crew. Most running maintenance is done by the regular crew, thus ensuring some continuity.

The paid staff in 1986 consisted of three full-time year-round employees supplemented by two part-timers. The strong economy of southern Maine has made it more difficult to staff fully the shop.

A major thrust of preservation efforts has always been to keep a good variety of dependable cars available for public operation. We are left with a paradoxical situation: either we preserve our cars as static displays with no mechanical deterioration, or we allow disintegration from the high humidity of coastal Maine. It is striking how rapidly the finishes of cars deteriorate after arrival and going through a few Maine winters, hastening the need for repainting. In contrast, the heat generated in the motors of an operating car tends to reduce extreme temperature swings and dries out moisture which accumulates in cracks and



A close-up of the "Woods Patented Safety Gates" on Brooklyn 4547 after extensive rebuilding. Fortunately these intricate parts had survived intact during the car's many years of service as a salt car. TSdeB

crevices. As we have chosen to be an operating museum rather than a static display, we would like to have our equipment operate as if new - dependably, safely, and presenting a good appearance. However, the huge variety of equipment, in combination with age and occasional shortage of spare parts, causes numerous headaches and a continuing challenge to our shop crew.

Nonetheless, during the year we have accomplished much. The main emphasis was to move toward completion cars 4387 and 4547, both in their fifth year of restoration. Eastern Massachusetts Street Railway semi-convertible 4387 saw major changes. The inside was largely assembled, including all mouldings and sash. The electric heaters were made operational allowing work to continue throughout the winter. The cane on all but eight seat bottoms, which had been painted in final years of service, was stripped by a process using paint remover, wire brushing, steam cleaning, and tedious hand-picking of small remnants of paint. The remaining eight cushions required complete rebuilding and upholstering, which was also completed, and the entire set of seats was varnished. Much of the body interior was repainted in "cherry" enamel. The car will leave the shop and enter passenger service in 1987.

During 1986, work on Brooklyn Rapid Transit convertible 4547 progressed on two parallel paths. The body work has largely been completed, including installation of all cane seats and enclosures beneath the longitudinal end seats, and the reconstruction and installation of the sliding bulkhead doors. The previously-made new window guards were installed in the center eight openings on each side, while the two openings at each end of both sides were fitted with new or rebuilt window panels. This gives the car both open and closed sections as it operated during much of its service life. The four "Woods Patented Safety Gates," which protect the main platform entrances, were extensively worked over, repaired and installed, and now operate remarkably well considering their former corroded condition.

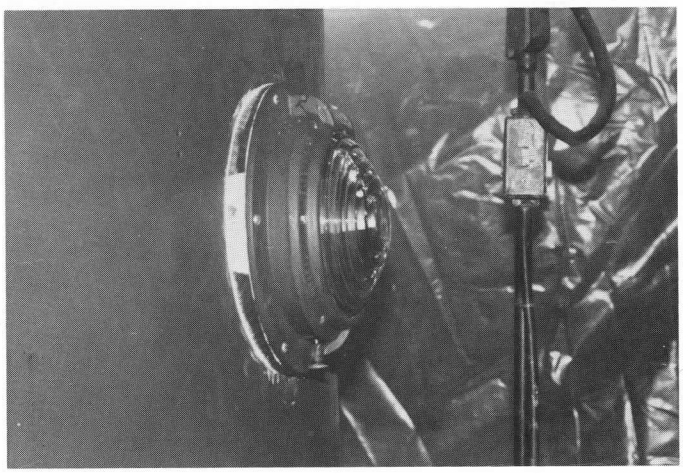
Clerestory sash was completed and installed, as were most remaining details on the roof. Various electrical work was done, the trolley catchers and trolley bases overhauled, heaters and associated junction boxes installed, and various interior details too numerous to itemize were completed. The entire exterior surface of the car was extensively prepared and then spray painted in Aurora red and cream, with yellow numerals.

The second path, the mechanical restoration, progressed with assembly of the first truck, using many new and re-worked parts fabricated in our shop. Work was well underway on the second truck when activity was suspended for the winter. This project is expected to be completed in 1987.

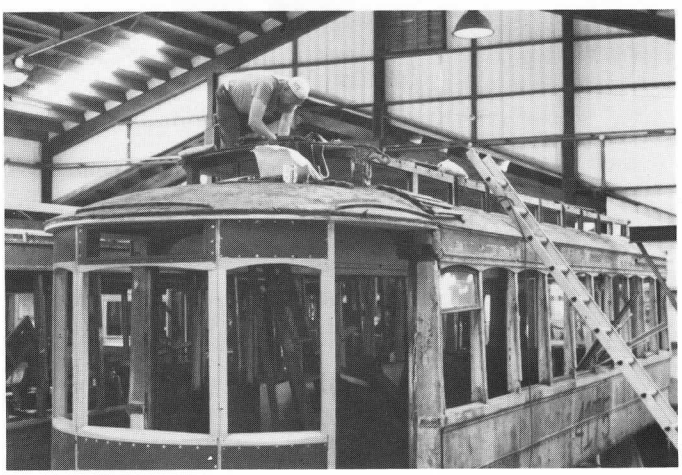
In a memorial tribute to prominent Rhode Island transit historian and long-time Seashore member, the late Richard L. Wonson, his favorite type car, Bay State Street Railway semi-convertible 4175 is being restored. The project is largely made possible by funding from his family and museum member friends. Car 4175 is the direct predecessor type to Eastern Mass. 4387, which is being restored to its latter-day configuration. To provide as great as possible a contrast, car 4175 is being restored to its original 1914 condition. This is especially appropriate considering that the car ran on the Bay State system only until 1919 when it was included in the Bay State Newport, Rhode Island Division assets sold to the Newport Electric Company. Most 4100s serving the successor Eastern Mass system underwent various modifications until they were scrapped during the massive streetcar-to-bus conversions of the 1930s.

This year 4175 reaped the benefits of the prior year's work which had produced custom-built platform knees. These replaced the originals which had disintegrated to the point that they could serve only as patterns. The front end on the southern vestibule, in poor condition compared to the rest of the car, was detached and set aside. A new crown piece and platform floor with authentic "X" bracing beneath were installed, followed by reconstruction of the upper vestibule structure. Virtually all woodwork was renewed including the posts, as well as some dasher panels. Since no window sash survived in this end, new ones were made using those at the north end as patterns. In addition, a replacement curved wooden plate, to which the roof bonnet fastens, was fabricated and secured with a form of hook bolt. Several roof ribs were also renewed. Once again the north end provided patterns for the interior dasher panels which were reconstructed to slide into place in grooves as originally built by the Laconia Car Company. Finally, the original style flush door headers replaced the built-out type installed in 1917 to house door engines when folding air-operated doors were fitted.

Simultaneously, a brand new sister car was being built for the Lowell Historic Preservation Commission by the Gomaco Trolley Company in Ida Grove, Iowa, with considerable assistance from Seashore's President. This is patterned after the earlier-built St. Louis Car Company 4100 series cars. Much of the authenticity of this new car has been derived from Seashore's prototype 4175, but there has been reciprocity benefitting car 4175. This was not only in the form of the exacting research that



was made to determine many of the details that had been obscured in 1917 during the conversion to pre-payment operation, but in material contributions. For example: 4175's missing headlights were replaced with the General Electric incandescent lights that had been original



Preparation for the new concrete shop floor underway. This view shows the new all steel track structure in place over eighteen inches of crushed stone. Rails were used in place of ties to provide track support plus concrete reinforcement. *TSdeB*

possible to expand the concrete floor to include the adjacent two tracks.

An initial engineering survey showed that soil conditions were quite adequate to support our loads. Subsequently in November the two tracks in this area were removed in large panels and then the 26 x 120 foot area was excavated to a depth of approximately 30 inches. Eighteen inches of 1 1/2 stone made a base for cross rails laid on 2-foot centers to serve as a support for the 85 pound running rails. Unfortunately, a major snowstorm and low winter temperatures forced suspension of work for the winter. The project is expected to be completed near the end of June, 1987, and will leave only one full car space in the main hall still in dirt. The availability of our volunteer General Manager to perform nearly all phases of this work with the assistance of one or two helpers is enabling the museum to stretch contributed funds and complete a larger concrete area than first anticipated.

VOLUNTEER CAR RESTORATION - 1986

During this year a number of volunteers accomplished a great deal of work on approximately fifteen vehicles, which, in general, are undergoing long-term restoration.

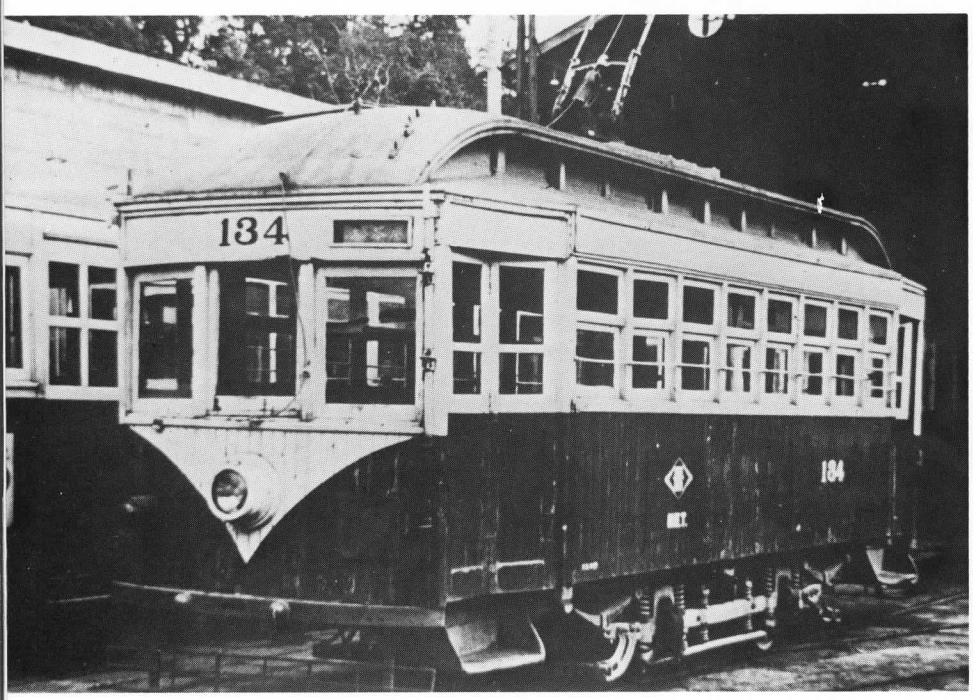
As shown on the cover of this Report, Dallas Railway & Terminal 608 was transformed during the year from a stripped and worn old Boston PCC car (MBTA 3342) to a gleaming Dallas streamliner. To accomplish this a great many repairs were necessary, as well as extensive preparation for the complete repainting of the exterior. The roof of 608 is steel only because a shortage of canvas existed during World War II. Although steel roofs would become common after the war, at the time it seemed necessary to cover the steel with rubber matting. This trapped water which rusted out the steel. To seal out the weather volunteers attached new steel with continuous welds. The trolley bases were then moved to their original locations. Rust and accident damage was repaired all around the car, and the body was prepared for its long awaited repainting. Sanding, rust treating, priming, and painting were huge tasks, especially due to the special masking needed to re-create the original paint scheme. This year also saw reinstallation of doors, lights, retrievers, vestibule sash, and miscellaneous hardware. By year's end a start had been made on the interior.

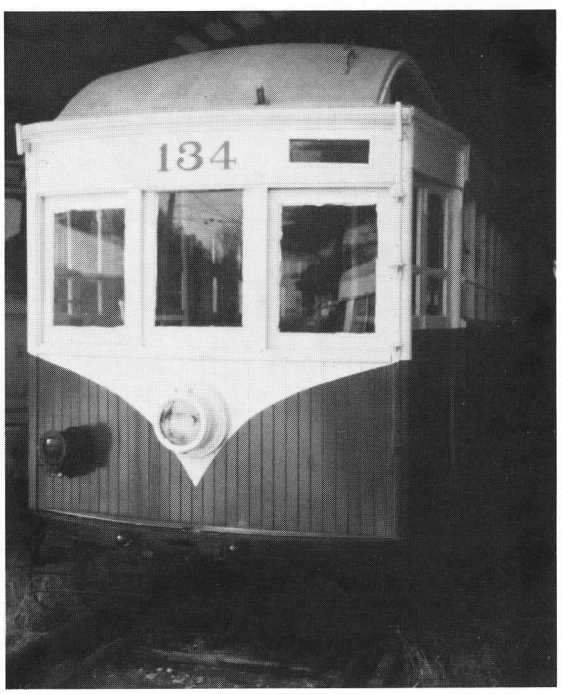
Our Japanese streetcar, Nagasaki Electric Tramway 134, received a speedy paint job during 1986, more detailed than any it has received during its years at Seashore. A number of repairs were made to its frail body, including to a window post which had been broken. The car now not only looks very good, but is better able to withstand the rigors of operation.

Third Avenue Railway System (New York City) 631 roof reconstruction was mostly completed during 1986. The roof bonnets at both ends of the car were partly re-sheathed where the edges had become deterio-

BELOW LEFT - A rare photo of Nagasaki 134 on its home system. A somewhat shabby appearance reflects the effect of years of service. Note the original bow trolley, replaced at Seashore with a trolley pole to allow operation on the museum's wire. *GEORGE SANBORN COLLECTION*

BELOW RIGHT - In 1986 museum volunteers repainted 134, giving the car its best appearance since it arrived at the museum nearly 25 years earlier. *JAMES SCHANTZ*





A 3-year-old No. 649, sister to the museum's 631, awaits summer riders in Bronx Park on July 24, 1942, while serving the Bronx Southern Boulevard Line. Volunteer efforts point toward recreating this image with 631. Near completion of the roof in 1986 was a significant milestone
E. TENNYSON

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rated. New canvas was then installed, being carefully stretched to avoid wrinkles over the vestibules. It was then tacked into place and given its first coat of paint. Inside the car some additional paint stripping was done in the vestibules and the stationary window sash accommodating the side signs were relocated from the Vienna configuration ahead of the rear doors, to the TARS location adjacent to the front doors.

Washington PCC 1304 received much work on its roof during 1986. The remaining rotted wood was removed from the steel roof carlines. The carlines were then ground smooth, treated for rust, and painted. New steel was added to the carlines where necessary. New plywood sheets were bent to the contour of the roof and screwed into place. The entire roof was painted and then covered with roofing paper to serve as a cushion for the new canvas. The new canvas was rolled onto the roof and fastened with galvanized tacks. Other work involved making repairs to a badly rusted section of heating duct, removal of wiring changes made to the car during its service as an automated test car at General Electric's Erie plant, and inspection of the underfloor electrical equipment.

The steady restoration of Chicago Surface Lines Pullman 225 continued in 1986. The ceiling of the second vestibule was sanded, primed, and painted. The bulkhead at this end was stripped and painted, while the folding doors and controller cover were stripped and varnished.

In a program identical to that performed on Boston Main Line Elevated car 0997 in 1985, the roof of mate car 01000 was totally stripped, treated with rust killer, primed, and painted gray. The corners of this car had also rusted through, requiring some body welding repair work. Both cars now look fairly good, though complete repainting of these cars remains a near-term goal.

Arrival of the second MBTA Blue Line St. Louis-built PCC rapid transit car, 0562, brought forth a major effort including this car and mate 0559. The cars were properly semi-permanently coupled, by means of the tubular drawbars, and electrical and pneumatic connections. Roof boards were made up and mounted on the roof of car 0562 to support the trolley base and pole to enable ultimate operation on the Museum's line. A trolley pole is necessary as the train's pantograph was designed for much lower overhead, and as Seashore's yard wire will not accommodate pantographs. Both cars received a general cleaning of all mechanical and electrical compartments, including components and covers, followed by lubrication as required.

Body repairs included sheet metal work around window frame areas, then complete re-glazing of car 0562, as had been necessary last year on car 0559. Vandals broke most windows on both cars during their years of storage prior to acquisition by the museum. A new number window was fabricated for car 0559. While the cars are not yet operational, this is on the agenda of the members of Seashore's ambitious newly-formed Rapid Transit Committee. Meanwhile, the cars provide a good appearance in their existing blue and white paint scheme.

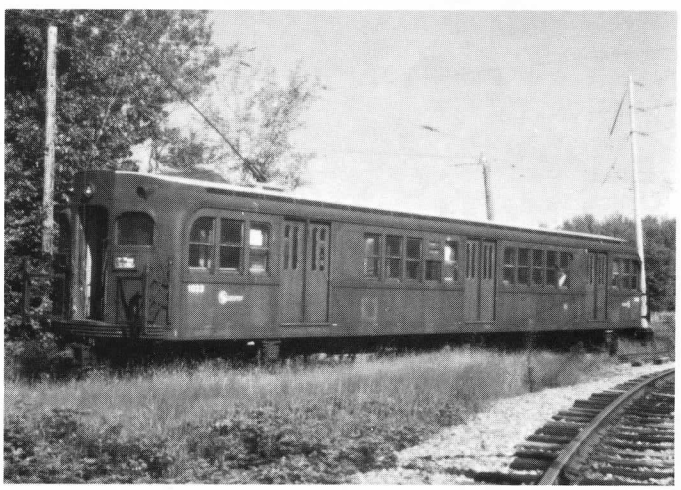
Buoyed by last year's success in refurbishing the exterior of the museum's newest PCC car, Boston picture window car 3274, one of the same members has tackled the job of cosmetic restoration required by our oldest PCC car, Boston 3019. Because the car has been stored on an exposed side track in Fairview Barn, the side of the car facing the weather has become quite rusted. The steel areas of the roof and the front end have been totally stripped, treated with rust killer, primed, and given two coats of white enamel. The canvas area of the roof was also painted. When completed under the current program, this car will demonstrate the MBTA's original gray and white paint scheme, which was applied to about 25 cars during the mid-1960's. Car 3019 was actually one of the prototypes for this unsuccessful livery. When this car is eventually fully restored, it will be returned to its original 1941 Boston Elevated Railway configuration and paint scheme. A number of necessary fixtures for this conversion work have been procured to facilitate this long-range goal.

Restoration work on Johnstown pre-war Brill trackless trolley 713 continued with interior painting. The upper two-thirds of the coach has been completed, but painting of the lower sidewalls, in dark brown, has been suspended until the coach can be moved to Shop 1, where better working conditions will mean the balance of the work can be more easily accomplished. In addition, new temporary front and rear doors have been nearly completed, made from modified new style Boston PCC car doors.

The long-term restoration of Boston Type 3 Snow Plow 5154 progressed with the installation of the heavy steel plate backing the newly fabricated wood side beam, along with installation of the plow bracket. Work on this car has since been suspended, but will be resumed in the foreseeable future.

Boston double-end PCC car 3340 suffered collision damage in a low-speed yard move. The damaged section of the dash panel was replaced and the entire dash was reworked and primed. Deterioration of rubber mats on the roof caused corrosion and rust holes. These were removed and new metal sheets were welded in place. Unfortunately, the project could not be completed while the car was in the shop, so the car has been stored partly under cover until the remainder of this work, and some other light refurbishing of this very sound car can be carried out.

Philadelphia rapid transit "Bridge" car 1023 is receiving considerable attention by interested Philadelphia area member volunteers. This is a vivid example of Seashore's broad-based vehicle collection attracting long-distance active members. Initial goals are to make the car



operational on the museum's line. Work included fabrication of and installation of trolley boards to support a trolley base and pole. To accomplish this part of the interior ceiling had to be taken down. The pole and base were mounted on the roof and wired into the car's 600 volt electrical system. The fingers and contactors in the control system in and under the car were cleaned. The temporary air compressor was cleaned and lubricated. Light circuits were repaired, some defective motor leads were replaced, as was a defective air feeder pipe. A spare reverser was rebuilt and installed.

The car's interior was largely emptied of spare parts and equipment,

ABOVE - Shop projects in 1986 included fabricating unusual arched window sash for Wheeling 39. A distinctive feature of Cincinnati curved-sides was such windows with the semi-circular top located in the panel over the sliding door pockets. *FRED PERRY*

LEFT - A comparison of this shot, taken in Dallas four decades earlier, with the cover photograph shows how the museum's 608 will be a faithful reproduction of the Dallas image. *F. MALONEY COLLECTION*

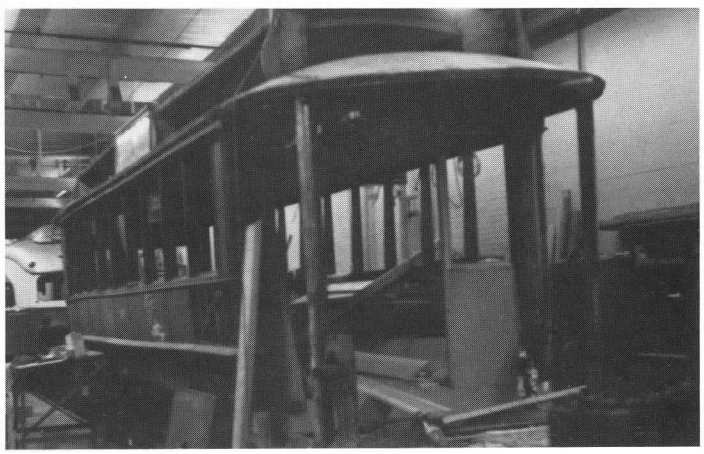
which is now stored in mate car 1018. On the exterior, the entire top deck and part of the lower deck of the roof was stripped and repainted in aluminum, while both ends of the car were cleaned with acid. Some of the exterior paint was stripped from one side to expose the original paint scheme and lettering of the Delaware River Joint Commission. This agency was originally responsible for the rapid transit service between the business districts of Philadelphia and Camden. Finally, interior paint was extensively cleaned. We can anticipate continuing progress on this car, which is in excellent overall condition.

London Transport Feltham tram 2085 (presently Leeds 526) had been under gradual volunteer and paid staff restoration for a considerable period following its acquisition in 1960. Work ground to a halt when the English student then working on the car emigrated to America and, holding a full time job, could no longer spend his summers at the museum. This year another member took on the car. He gave the car a general mechanical inspection and found it to be in apparently good condition except for the wiring, which is in extremely poor condition. The light wiring for the upper deck was removed and renewed. The control wiring has been left in place until funding develops for renewal material, and volunteer time is available to perform the re-wiring work.

Much cleaning out of the car interior was done, including removal of four canvas bags of spare sandbox sand from Leeds, which had become solid blocks. A major unresolved concern is that the seating for the lower saloon was removed during the very first phase of body reconstruction. These leather seats were stored in a building which has since been demolished and the museum is anxious to know from members who may have assisted in cleaning out this building (the garage formerly at the entrance to the museum) the whereabouts of these seats. The dented roof bonnet at the number 2 end was pushed out to proper contour. Metal panels beneath the seats above the cab at this end were removed, stripped, and treated with rust inhibitor. Plans for further work are indefinite.

In addition to volunteer work performed at the museum, several members donate labor on a regular basis at the MBTA's Watertown Carhouse, restoring car 475, and maintaining and upgrading car 5734. Car 475 is coming along slowly but very surely. The crew is working on the interior of the car, and one side has been completed from the ceiling to the window sills. All the windows, mouldings, and sign panels on one side were stripped, stained, given several coats of varnish and then reinstalled. All of the buzzer buttons were cleaned, with those that were broken being repaired, and then they were re-wired, painted, and replaced onto the moulding between the windows. A new paint called

These views show progress made over the last six years by the group of volunteers active at the MBTA's Watertown car house. Boston 475, a 26 1/2' box car, was built in 1903 by Newburyport as a member of the Boston Elevated Railway's first series of air brake cars. Retained in work service after its passenger carrying days, the car came to Seashore in the early 1950's. Now back in Boston, a major rebuilding has renewed many structural components. In a few years, 475 will supplement the museum's Type 5 5734 for special trips on the MBTA. *GEORGE KELLEHER*



This photo shows newly arrived Boston Blue Line subway car 0562 again coupled with its mate 0559. Museum members work on installation of trolley boards in preparation for installing a trolley pole. In Boston the cars drew current from third rail or from pantograph. The museum's wire is not strung for pantograph service, so a pole is necessary. *DANIEL COHEN*

Murathane, which leaves a high luster and is nearly scratchproof, has been donated by the manufacturer, and will soon be used on the exterior of the car. This will give the wooden sides extra protection against the elements.

During the year, there were about six successful trips run in Boston with Type 5 5734. On the last trip of the year one of the motors experienced commutator problems, so the motor brushes were removed and the motor cut out for the balance of the run. The motor was replaced with a rebuilt motor, and the failed motor sent out for rehabilitation. It is now being held for future use in the event of other motor problems. Two more door leaves were made and installed so that approximately half of the doors are now new. All doors will eventually be replaced. The main future project will be rebuilding of the entire roof and gutters. However this major undertaking will wait until car 475 is complete in order to have a substitute car available for charter service during this project.

PUBLIC FACILITIES

A major new activity which moved into execution in 1986 is aimed at improving the museum's presentation to its visitors. The newly established Public Facilities Committee began coordinating efforts in this direction. An extensive list of desirable improvements has been prepared by the committee. Points for early implementation center on helping visitors find their way around the museum property, and in improving interpretation of exhibits for the public.

Funding in 1986 came from two sources. First, beginning with the 1986 operating season, the Trustees authorized a surcharge of 25 cents per head added to admission charges to support such visitor oriented improvements. This concept was patterned after a similar successful program at the Illinois Railway Museum. Second, the 1985 General Operating Support Grant from the federal Institute of Museum Servces included funding for several activities within the Public Facilities program.

The first activity undertaken was fabrication of a large number of informational and directional signs for placement in appropriate locations throughout the museum. The directional signs were made by the museum's paid shop crew and are styled after those used by the National Park Service. They feature lettering routed into large pine boards and are brown-stained with yellow lettering. Each sign points visitors to one or more destinations around the property such as the exhibit barns, the shop observation gallery, or the restrooms. A similar large general information sign was also made and placed at the museum entrance so visitors driving in have a better idea of what to expect. The signs have been well received and visitors now find our self-guided tour easier to follow. More signs will be made in the future.

To complement the new directional signs, fabrication began on descriptive signs to be placed outside of all cars in passenger service or on display. Committee members designed a steel free standing easel, similar to music stands, but using worn-out PCC car brakedrums as bases. Each stand features an 18 by 22 inch display area, on which is to be displayed a brief history of the car, plus two eight by ten inch photographs of the car, or a sister car, in service on its home property. In 1986, the committee began the arduous task of researching the appropriate historical information, writing the necessary text, plus searching the museum's archives and canvassing members for the required photographs.

Aiding in preparation of the historical text is software obtained for the museum's computer. This software allows easy preparation of historical information, including printing of near-typset quality large format text. Output from the printer can be laminated in clear plastic inexpensively to protect it from humidity, then placed on display quickly. By year's end, text displays were in place for the majority of the displayed cars, with photographs being prepared for setup in 1987. Each easel's display is covered by heavy sheets of clear Acrylite plastic donated to the museum by Cyro Industries of Sanford.

The group also took steps to improve road signs leading to the museum. Several signs along Route 1 west of the museum were repainted or replaced, as were others leading to the museum from Kennebunkport.

Another task undertaken was the creation of better visitor access to the shop. A new walkaway was cut from the stop on the main line north of Doherty switch through the woods to the base of the visitors' gallery, and signs erected at both ends to point the way. This provides a more attractive and safer approach for visitors than offered by the shop rear access road. Creating the path involved brush cutting, installation of a culvert, and spreading a number of loads of gravel.

Moved to the property in 1986 was this former Jenney Oil gas station Dating from the same era as the museum's streetcars, the building will eventually serve as a very appropriate backdrop for car operation, as the museum strives to re-create both the experience of riding cars plus some of the environment in which the cars operated. *DANIEL COHEN*

New England Electric Railway Historical Society, Inc.
Balance Sheet
December 31, 1986 and 1985

Assets	December 31, 1986 Current Unrestricted	Current Restricted	Plant	Total	December 31, 1985
Current Assets					
Cash and equivalents	$15,026	$53,930	$ -	$68,956	$39,643
Short term investment (Note 2)s	43,894	26,043	-	69,937	65,585
Accounts receivable	2,830	-	-	2,830	-
Grants receivable	-	-	-	-	13,597
Interfund account	1,943			1,943	32,910
Inventories	30,390	-	-	30,390	27,375
Prepaid expenses	526	-	-	526	947
Total current assets	94,609	79,973	-	174,582	180,057
Fixed assets - net (Note 3)	-	-	568,286	568,286	545,981
Total Assets	**$94,609**	**$79,973**	**$568,286**	**$742,868**	**$726,038**
Liabilities and fund balances					
Current liabilities					
Current portion of long term debt	$ -	$ -	$11,923	$11,923	$10,632
Accounts payable and expenses	16,648	2,908	-	19,556	13,958
Interfund account	-	1,943	-	1,943	32,910
Deferred income	5,755	-	-	5,755	28,953
Total current liabilities	22,403	4,851	11,923	39,177	86,453
Long-term debt (Note 4)	-	-	37,809	37,809	49,411
Total liabilities	**22,403**	**4,851**	**49,732**	**76,986**	**135,864**
Fund balances					
Plant fund	-	-	518,554	518,554	485,938
Restricted	-	75,122	-	75,122	81,878
Unrestricted					
Designated by Trustees (Note 5)	20,168	-	-	20,168	18,304
Undesignated, available for general activities	52,038	-	-	52,038	4,054
Total fund balances	**72,206**	**75,122**	**518,554**	**665,882**	**590,174**
Total liabilities and fund balances	**$94,609**	**$79,973**	**$568,286**	**$742,868**	**$726,038**

See accompanying notes to financial statements.

New England Electric Railway Historical Society, Inc.
Statement of Support, Revenue and Expenses and Changes in Fund Balances
Years ending December 31, 1986 and 1985

Support and revenue	December 31, 1986 Current Unrestricted	Current Restricted	Plant	Total	December 31, 1985
Contributions and bequests (Note 1)	$84,155	$62,259	$426	$146,840	$98,413
Contributed services	58,037	-	6,524	64,561	104,736
Grants	-	27,193	-	27,193	26,409
Membership dues	14,942	-	-	14,942	12,143
Admissions	82,937	-	-	82,937	72,527
Investment income	5,598	176		5,774	7,889
Unrealized gan (loss) on investments	(680)	(1,186)	-	(1,866)	2,493
Miscellaneous	9,777	-	-	9,777	4,205
Revenue from auxiliary operation	66,152	-	-	66,152	62,993
Total support and revenue	**320,918**	**88,442**	**6,950**	**416,310**	**391,808**
Expenses					
Program expenses					
Curatorial and exhibits (Note 1)	130,680	40,029	9,186	179,895	198,681
Support expenses					
Membership	10,735	19	627	11,381	9,142
General and administrative	79,669	3,597	3,878	87,144	86,186
Fund raising	3,892	136	-	4,028	3,023
Total support expenses	**94,296**	**3,752**	**4,505**	**102,553**	**98,351**
Auxiliary operation	48,439	5,178	4,537	58,154	64,607
Total expenses	**273,415**	**48,959**	**18,228**	**340,602**	**361,639**
Excess (deficit) of support and revenue over expenses	**47,503**	**39,483**	**(11,278)**	**75,708**	**30,169**
Fund balances, beginning of year	**22,358**	**81,878**	**485,938**	**590,174**	**560,005**
Expenditures for					
Property and equipment	(9,156)	(24,427)	33,583	-	-
Debt retirement	-	(10,311)	10,311	-	-
Inventories	6,979	(6,979)	-	-	-
Other	4,522	(4,522)			
Fund balances, end of year	**$72,206**	**$75,122**	**$518,554**	**$665,882**	**$590,174**

See accompanying notes to financial statements.

New England Electric Railway Historical Society, Inc.
Statement ofChanges in Financial Position — Total Funds
Years ending December 31, 1986 and 1985

	1986	1985
Sources of working capital		
Excess of support and revenue over expenses	$75,708	$30,169
Add items not affecting working capital in the period:		
Depreciation	18,228	16,080
Contribution of fixed assets	(6,950)	(10,214)
	86,986	**36,035**
Uses of working capital		
Retirement and current portio of long-term debt	11,602	10,286
Acquisition of fixed assets	33,583	43,095
	45,185	**53,381**
Increase (decrease) in working capital	**$41,801**	**$(17,346)**
Changes in components of working capital		
Increase (decrease) in current assets		
Cash and equivalents	$29,313	$3,741
Short-term investments	4,352	422
Accounts receivable	2,830	(1,037)
Grant receivable	(13,597)	(11,403)
Interfund account	(30,967)	19,348
Inventories	3,015	(3,495)
Prepaid expense	(421)	(378)
	$(5,475)	**$7,198**
Increase (decrease) in current liabilities		
Current portion of long-term debt	1,291	1,197
Loan payable	-	(1,838)
Accounts payable and accrued expenses	5,598	1,247
Interfund account	(30,967)	19,348
Deferred income	(23,198)	4,590
	(47,276)	24,544
Increase (decrease) in working capital	**$41,801**	**$(17,346)**

See accompanying notes to financial statements.

New England Electric Railway Historical Society, Inc. Notes to Financial Statements

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 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. 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 and materials: 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 ($58,037) is recorded in the statement of support, revenue and 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.

The value of materials and supplies contributed is recorded similarly in the statement of support, revenue and expenses and changes in fund balances. During 1986, $77,344 of such materials and supplies was included in contributions and bequests and in functional expenses, including approximately $59,000 in parts and collection objects shown under program expenses - restoration and maintenance.

Short term investments: Investments are carried at market value.

Grant revenue: Grant revenue is recognized to the extent expenditures are made which can be charged against the grant. Deferred income in the current restricted fund represents funds received which have not been expended.

Fixed assets: Purchased and donated 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.

Inventories: 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 Society is a nonprofit organization which is exempt from paying federal income taxes.

2. Short-term investments

Short-term investments, carried at market value, consisted of the following at December 31, 1986:

	Unrestr.	Restricted
Cash equiv.	$ 38,296	$ 17,677
Common stocks	5,598	8,366
	$ 43,894	**$ 26,043**

3. Fixed assets

Fixed assets consisted of the following at December 31, 1986:

	Cost	Accumulated Depreciation	Net
Land	$ 47,970	$ -	$ 47,970
Land improvements	35,618	16,404	19,214
Building and improvements	356,017	86,850	269,167
Track and wire	141,970	45,802	96,168
Machinery and equipment	107,326	89,379	17,947
Construction-in-progress	117,820	-	117,820
	$ 806,721	**$ 238,435**	**$ 568,286**

Fixed asset additions of $33,583 in 1986 included $5,844 of salaries and related expenses.

4. Long term debt

Long-term debt consisted of the following at December 31, 1986:

Mortgage loan payable to the Ocean National Bank; secured by land and a building with interest at 12%, payable in monthly principal and interest installments of $1,435 through June 1990	$ 49,732
Less current portion	(11,923)
	$37,809

Current maturities of long-term debt are as follows at December 31, 1986:

1987	$11,923
1988	13,435
1989	15,139
1990	9,235

5. Designation of unrestricted funds

At December 31, 1986, unrestricted funds had been designated by the Board of Trustees for the following purposes:

Restoration of vehicle collection	$10,511
Museum development	2,802
Purchase and development of exhibits	4,137
Endowment fund	2,718
	$20,168

ACCOUNTANTS REPORT

The Officers and Trustees
New England Electric Railway Historical Society, Inc.

We have examined the balance sheet of New England Electric Railway Historical Society, Inc. at December 31, 1986 and the related statements of support, revenue and expenses and changes in fund balances and changes in financial position for the year then ended. Our examination was made in accordance with generally accepted audit standards and, accordingly, included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the statements mentioned above present fairly the financial position of New England Electric Railway Historical Society, Inc. at December 31, 1986 and the results of its operations and changes in fund balances and changes in financial position for the year then ended in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Our examination has been made primarily for the purpose of expressing an opinion on the 1986 basic financial statements taken as a whole. The accompanying additional information, shown in the statement of functional expenses, is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such additional information has been subjected to the auditing procedures applied in the examination of the basic financial statements and, in our opinion, is fairly stated in all material respects in relation to the basic financial statements taken as a whole.

Arthur Young & Company
700 Maine Savings Plaza
Portland, Maine 04101-3495
May 27, 1987

New England Electric Railway Historical Society, Inc.
Statement of Functional Expenses
Years ending December 31, 1986 and 1985

	1986 Support and Expenses							1985
	Program Curatorial & Exhibits	Member-ship	G & A	Fund Raising	Total	Auxiliary Operation	Total Expenses	Total Expenses
Salaries	$28,872	$ -	$10,158	$ -	$10,158	$3,200	$42,230	$67,177
Employee Benefits	1,053	-	756	-	756	-	1,809	845
Payroll Taxes	2,775	-	950	-	950	299	4,024	6,598
Total salaries and related expenses	**32,700**	**-**	**11,864**	**-**	**11,864**	**3,499**	**48,063**	**74,620**
Contributed services	32,019	1,163	21,548	2,655	25,366	652	58,037	94,521
Professional fees	-	-	16,208	-	16,208	-	16,208	10,580
Utilities	13,134	425	3,833	-	4,258	939	18,331	18,958
Postage and shipping	-	2,819	840	358	4,017	523	4,540	2,078
Printing and publications	131	2,967	1,364	-	4,331	-	4,462	9,482
Restoration and maintenance	79,071	-	6,026	-	6,026	-	85,097	32,833
Taxes and fees	-	-	624	-	624	177	801	776
Insurance	6,188	-	3,277	-	3,277	583	10,048	12,513
Advertising and public relations	-	-	11,578	-	11,578	-	11,578	12,602
Travel	-	-	3,045	-	3,045	21	3,066	2,545
Membership fees	-	-	1,034	-	1,034	-	1,034	934
Equipment rental	3,815	-	567	-	567	-	4,382	14,073
Supplies	1,563	1,967	1,423	1,015	4,405	727	6,695	6,151
Interest	1,726	-	-	-	-	5,178	6,904	8,328
Miscellaneous	362	1,413	35	-	1,448	-	1,810	1,819
Cost of goods sold	-	-	-	-	-	41,318	41,318	42,746
Total expenses before depreciation	**170,709**	**10,754**	**83,266**	**4,028**	**98,048**	**53,617**	**322,374**	**345,559**
Depreciation	9,186	627	3,878	-	4,505	4,537	18,228	16,080
Total expenses	**$197,895**	**$11,381**	**$87,144**	**$4,028**	**$102,553**	**$58,154**	**$340,602**	**$361,639**

REPORT OF THE CHIEF FINANCIAL OFFICER

In 1986, the museum recorded a 1.5 percent increase in visitor attendance. This interrupted the decline experienced since 1977. Visitor attendance was 32,282, an increase of 502 above the 31,781 total in 1985. As the accompanying Chart I shows, annual museum attendance has dropped by approximately 13,000, or 29 percent, over the nine years since the peak of 1977. The trend between is an average decline of 1,180 visitors per year, arrested by the 1986 upturn.

This trend in admissions is troubling but demonstrates that the increasing number of attractions in southern Maine makes the task of drawing visitors to our property more difficult. The current efforts to improve the museum's appearance and to add interpretive displays are designed to encourage more visitors to include the museum in their activities. As ours is the only museum in the state of Maine which is a national leader in its field, there should be ample potential to build attendance in the future.

Admissions revenues have also experienced a decline since 1980, but less severe than the average drop in attendance. (Please note that dollar amounts in the following discussion have been rounded to improve readability). Annual admissions revenues dropped by $8,300, or 10.2 percent, between 1980 and 1985, which corresponds to an average rate of decline of $1,900 per year. However, this trend was reversed in 1986. Net admissions in 1986 totaled $82,900 which is a $10,400 or 14 percent, increase over 1985 admissions. Part of this is due to a 25 cent increase in the admission rate implemented in 1986 which accounted for about $6,400 of the difference. The proceeds from this rate increase are being placed into the Public Facilities Fund for use in improving museum exhibits and facilities for the public. Therefore, with the effects of the rate increase subtracted out, base admissions rose by approximately $4,000.

Revenues from on-premise museum store sales continue to rise, totalling $64,400 in 1986 compared with $61,600 received in 1985. Annual revenues have been increasing steadily and have increased by about $13,500, or 26 percent, equivalent to a $2,400 average annual increase since 1980.

Total income from the museum visitor includes admissions, on-premise store sales, farebox contributions, and dining car food sales and commissions, and has been steadily increasing. It was $150,800 in 1986 versus $139,000 in 1985, and the average annual increase since 1980 is nearly $2,000. This growth 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.

The average, or per-capita, income received from each museum visitor has also been steadily increasing, although it has not exactly kept pace with inflation over those years. In 1977, the museum received an average of $2.37 per visitor, representing $1.37 in admissions, $0.97 in on-premise museum store sales, and $0.03 in farebox contributions. In 1986, nine years later, the average has increased by 97 percent, to $4.67 per visitor, including $2.57 in admissions, $2.00 in store sales, and $0.10 in farebox donations. Average admissions were $2.28 in 1985, so the average rate in 1986 rose by $0.29. The average additional admission charge accounts for $0.20 of this increase.

Chart II shows the 10 year upward trend in Unrestricted Support and Revenue. Total 1986 income, excluding the value of contributed services, was $351,700. This includes support and revenues of $262,900 in the Unrestricted Fund, $88,400 in the Restricted Fund, and $400 in the Plant Fund. Cash and value contributions accounted for about 45 percent, or $146,800, of the total and this includes $66,000 in cash contributions and $77,300 in contributions-in-kind (value contributions) from museum members and friends, and $3,500 in farebox donations from the visiting public. Chart III illustrates the makeup of 1986 income.

The total value of the recorded 12,500 hours of contributed services in 1986 for all funds was $64,600. This is down significantly from the peak of $104,700 for 17,200 hours in 1985 but is comparable to the 1984 value of $62,000 for 12,200 hours. Note that this drop does not reflect a decline in volunteer service, but rather diminished attention by volunteers to the tedious but important task of recording hours worked. Members are again encouraged to take a few moments regularly to complete the forms verifying their highly valued work.

In total, as shown in the accompanying Statement of Support, Revenue and Expenses and Changes in Fund Balance, 1986 support and revenue increased by 6.3% over that of 1985. Functional expenses decreased by 5.8% in the same period which left a $75,700 excess of support and revenue over expenses increasing the total fund balance by 12.8%, from $590,200 to $665,900.

A $27,200 General Operating Support grant from the Institute of Museum Services of the U.S. Department of Education was received in 1985 and expended in 1986. The grant was used in a variety of ways to improve the museum's offering to the visiting public and to assist in many of the museum's office functions. These are summarized as follows:

1. An IBM XT Personal Computer, printer, modem and software was purchased and programs have been written for maintaining the museum's membership and contribution records. These will facilitate preparation and issuance of dues and contribution reports, cash and value contribution receipts, individual year-end contribution statements, mailing lists and labels, volunteer labor reports, share lists for voting purposes, and the like. Additionally, purchased software facilitates creation of signs and graphics, plus correspondence and collection management activities. Eventually, the computer can be used for financial management and store inventory control.
2. Audio-visual equipment consisting of video cassette recorders and a large television screen were purchased. These will be used principally for orientation programs, movies, and other presentations for the visiting public, and the membership. A museum orientation program that will run unattended every half-hour has been prepared. The equipment has been set up in the Visitors Center orientation hall.
3. Visitor orientation and directional signs were designed, con-

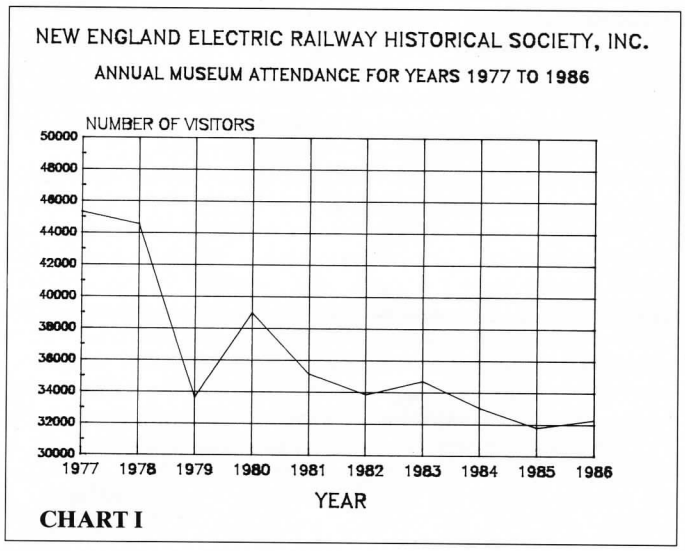


CHART I

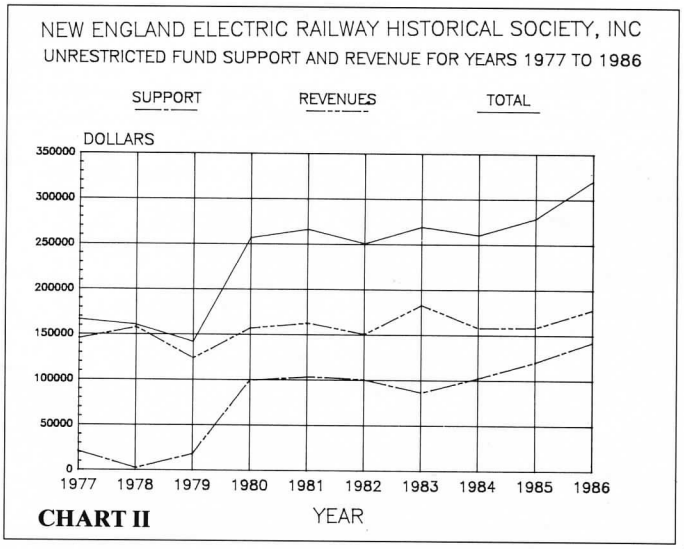


CHART II

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

SOURCES OF $351,749 IN SUPPORT AND REVENUE FOR FISCAL YEAR 1986
(EXCLUDES VALUE OF CONTRIBUTED SERVICES OF $64,561)

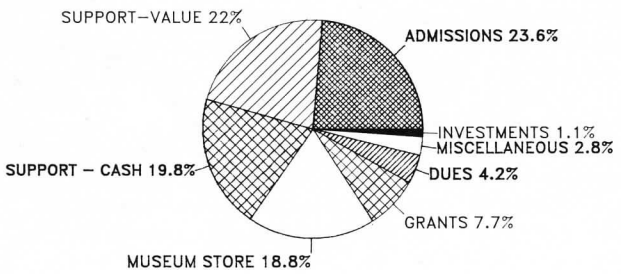


CHART III

structed, and installed at strategic locations around the museum grounds to inform and guide the visiting public. A large informational sign was erected at the museum entrance and several smaller directional signs were placed beside pathways.

4. Information stands, or easels, were designed and constructed. These have been placed adjacent to individual cars on public display and will include photographs, a brief history, and other data on the car to inform the visiting public of its relevance and significance.

5. A new museum guidebook was printed. The guidebook is not in the form of the old *Historic Cars of the Seashore Trolley Museum,* but rather, is basically a picture that includes a brief text outlining the history of mass transit supported by photographs, with narratives, of various elements of the museum's vehicle collection.

6. The grant supported a portion of the continuing conservation program on Bay State Street Railway car 4175.

7. A part of Price Waterhouse's fee for the 1985 audit was paid by the grant. This enabled museum unrestricted funds to be used to meet other pressing needs during the year.

8. The library building roof was repaired with the aid of the grant. The old roof surface, particularly on the extension, had deteriorated to the point where immediate corrective action had to be taken to eliminate water leaks. A new roof surface, including a combination of roll roofing and roofing shingles, was installed, along with flashing and soffit vents, and should serve to keep the building water tight. Remaining work to be done on the building includes repairing the front porch and painting the building exterior and interior. Volunteer help will be sought to continue this work plus repairing the interior of the building and rearranging the materials and collections therein.

9. Plan files, file cabinets, and a dehumidifier were purchased to facilitate the proper filing and storage of drawings, plans, tracings, as well as other documents and paper records in the library.

The Museum Assessment Report prepared by John Carter in 1985 and distributed to the museum's membership stressed the need for improvement of the museum's public image. As well, the museum's Finance Committee had prior to the report, already begun planning funding for similar programs. Items 2,3,4, and 5 above should go a long way toward implementing these crucial activities. With continued support in the future, these projects will be expanded.

Functional expenses before depreciation, representing the expenditure of cash and contributed materials used in 1986 for operation of the museum, but excluding the value of contributed services, were $274,300. Including an $18,200 expense for the depreciation of museum assets and an expense distribution of $48,000 for contributed services, total functional expenses were $340,600.

The Unrestricted Fund portion of the functional expenses, excluding depreciation and contributed services, was $215,400 and that for capital expenses was $9,200, for a total of $224,600. This compares favorably with the $262,900 fund income in 1986, for an excess of income over functional expenses of $47,500.

The year end balance in the Unrestricted Fund enjoyed a substantial increase in 1986. The beginning balance was $22,400 and with the $47,500 excess of support and revenue over expenses, less the $9,200 in capital expenses (fixed assets) plus $11,500 in prior year obligations and inventories paid from the I.M.S. grant, the year end balance was $72,200. This allows a sufficient reserve for the $20,200 designated by the Board of Trustees for specific purposes and, with inventories valued at $30,400, results in over $20,000 being available for future expenses and contingencies.

An amount of $10,300 was expended in 1986 for mortgage principal payments and $6,900 in interest for retirement of the Visitors Center mortgage. In 1986, the contributions to the Visitors Center Mortgage Fund and the 1435 Club were $16,100, the highest ever. This money was raised through an intensive fundraising effort. The remaining $1,100 was raised through general contributions from the membership and museum visitors.

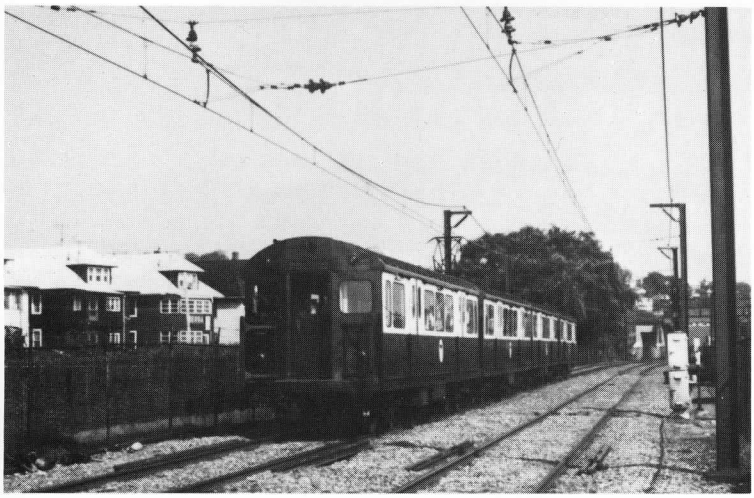
In addition, $33,600 was expended for the purchase of capital equipment and for making capital improvements. These included $8,000 for construction of the Visitors Center restrooms, $3,100 for carbarn construction, $2,100 in land improvements, $700 for extension of the main line, $11,000 for signs and exhibit information stands, and $9,200 for computer and other equipment.

Finally, in early 1987 the museum engaged the services of a new independent auditor. The firm of Arthur Young and Company of Portland, Maine was retained to perform the 1986 audit. Their report and financial statements are included here.

ACQUISITION

The year 1986 saw only one vehicle added to the museum's collection. Revere Extension Blue Line PCC Rapid Transit car 0562, built by the St. Louis Car Company in 1951, joined mate 0559, acquired last year. The forty cars of this type comprised the first modern rapid transit car fleet operated on the Boston system. Their good design and performance in Boston well proved the suitability of PCC technology for rapid transit operation, and resulted in Cleveland purchasing 88 similar cars for its all-new rapid transit system during the next few years. Cars 0559 and 0562 have been permanently coupled as a "Married Pair". Although not yet operational they are in very good condition and of good appearance in the MBTA Blue Line colors of blue and white.

The museum's 0562 in Orient Heights Shop in East Boston before being moved to Maine. MBTA crews were very helpful in shifting the car into the shop then loading it on the museum's trailer using overhead cranes. Such splendid cooperation from the MBTA is greatly appreciated. *DANIEL COHEN*



ABOVE LEFT — A four car train of the 1952 St. Louis PCC Rapid Transit cars identical to the museum's 0559 and 0562 in service between Orient Heights and Wood Island Stations. *WILLIAM POLLMAN*

ABOVE RIGHT - Though its sad to see the last pre-war subway cars in America be scrapped, the process was a rich source of spare parts for the museum. *JAMES SCHANTZ*

SIGNAL DEPARTMENT REPORT

The year 1986 was one of gains and losses for the signal department. The previous year had seen the first use of track circuits to activate the signals, in place of trolley contactors and track switches. After working out some bugs in the system, the two dwarf signals at the North Loop switch and the color light signal at McKay Boulevard spent the summer guarding the track in between. Later in the season, more insulated joints were installed near McKay Boulevard, and a crossing bell was wired to warn passers-by of approaching cars. The circuits were designed to accommodate a pair of flashing light signals at a later date. Unfortunately, during the winter, one of the key poles supporting the overhead lines came down, bringing with it not only the signal wires but some of the catenary as well.

Until this time, the signal system had been limited in its progress by the lack of supplies, most notably cable. Up in the wilds of Monroe, New Hampshire, the General Electric Company was constructing a high voltage direct current converter station, to supply hydro-electric power to New England. Thanks to the generosity of GE, approximately 80 spools of various types of cable were donated to the museum, for use not only with signals, but also for power distribution. In early September, a 22-foot box van rented by the museum made several trips through Crawford Notch, its springs well compressed on the eastbound trips!

With a comfortable supply of cable on site at the museum, the signal department was poised at year end to make significant progress with its plans to install more equipment.

NORTH TERMINAL REPORT

The Terminal Improvement Fund closed 1986 in anticipation of having more than $5000 available for use in 1987. No expenditures were made in 1986, due primarily to the non-availability of a railroad-style steel bridge for the Richardson Creek crossing. It is hoped that a start can be made on this crossing in 1987.

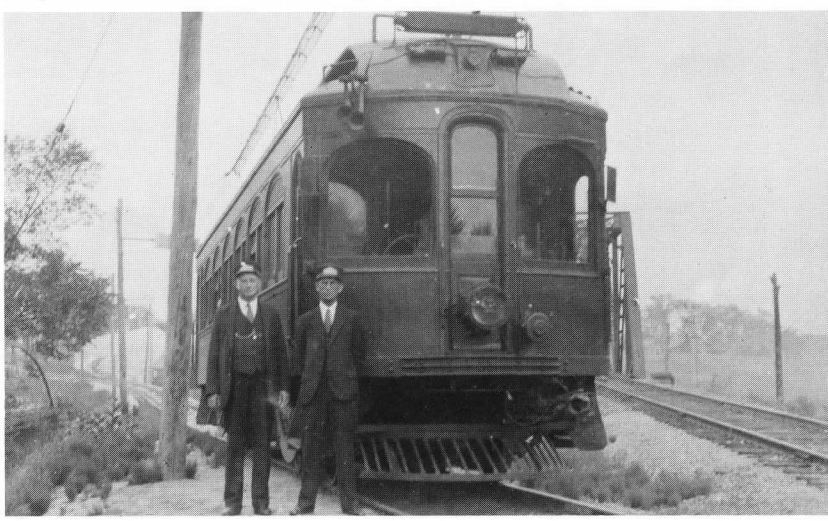
Biddeford Station, a private corporation owned by Seashore Trustee Ralph Day, continues to develop its property for the eventual North Terminal at Biddeford on Route One. A concrete inspection pit has been built inside the building with track over it to be installed in 1987. Additional outside trackage was installed under contract with Seashore's Track Department, with more to come in 1987. Continuing grounds development has also been accomplished in 1986. Over $25,000 was spent on 1986 projects. Continuing projects are improving the appearance and preservation of the three pieces of Great Northern Railway equipment owned by Biddeford Station.

Seventeen years ago just after dark on Halloween night, a cream colored ghostly apparition arrived on museum premises aboard Seashore's "Highway Monster" trailer. The body of Portland-Lewiston Interurban's famed NARCISSUS had just completed its last journey more or less along its former route. Its trip marked completion of chapters two, three, and four of a saga that began in 1946 with an agreement between museum representatives and the owner of the body.

This year an increasing number of visitors have inquired about the Portland Lewiston Interurban and its cars. When told about the Narcissus (No. 14), their most common response is "Wouldn't it be great to have it running again!"

Actually, achieving this objective is not so far fetched. All of the equipment necessary to make the car run again is on the museum premises. The wooden body is, for the most part, sound. Some of the leaded stained glass windows need to be repaired or replaced; some of the regular window sash need the same; some of the siding needs renewal; the roof will need work; just how much can only be determined after work is actually started; most of the interior will need to be refurbished before installation of the pullman plush seats which also must be obtained.

Since this was a luxury car that carried President Theodore Roosevelt between Portland and Lewiston at least once, and possibly twice, refurbishing and restoration will be something a bit above the ordinary. For that reason it might be most practical and least financially burdensome to have individual or group sponsorship of the different segments of restoration. Such sponsorship might well come from both within and without museum membership. As both the most handsome and most historically significant Maine interurban car preserved, pursuing such sponsorship is a most worthy goal.



Abandonment of the Portland-Lewiston Interurban loomed on the horizon when No. 14, the NARCISSUS, had her picture taken at the Littlefield's diamond crossing of the Lewiston & Auburn Railroad on the outskirts of Auburn. Trainmen are Richard E. Trask, left, and Arthur P. Buchanan. *GEORGE KING JR.*

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

CORPORATE AND ADMINISTRATIVE OFFICERS
as of December 31, 1986

BOARD OF TRUSTEES

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Jeffrey N. Sisson
John G. Smith
Roger E. Somers

*until Annual Meeting. Did not seek re-election.

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CORPORATE OFFICERS

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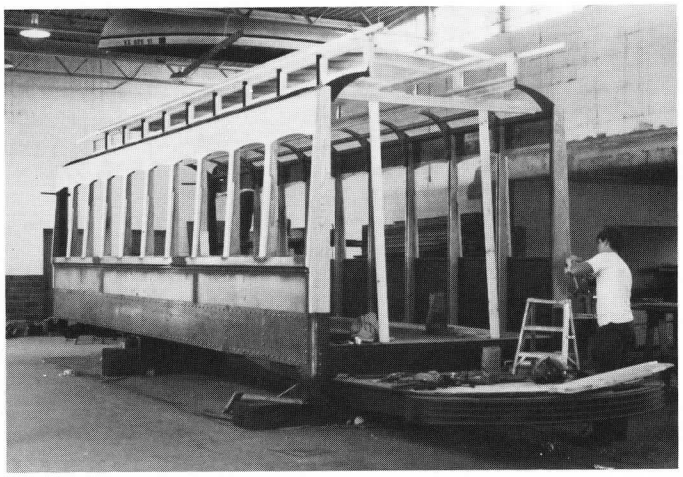
Vice Chairman of the Board ..... C. Murray Cott
President ..... Theodore F. Santarelli de Brasch
Executive Vice President ..... Henry B. Brainerd
Vice President ..... Arthur G. Duncan
Treasurer & Comptroller ..... Jeffrey N. Sisson
Secretary & Ass't Treasurer ..... Cecilia B. Clapp
General Counsel & Clerk of Corporation ..... Wayne T. Adams
Membership Secretary ..... Henry Dickinson, Jr.

HONORARY OFFICERS

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



An incredible sight in 1986, a brand new Eastern Mass. 4100, to be numbered 4131, takes shape in Gomaco's Ida Grove, Iowa, plant for the Lowell (Mass.) Historic Preservation Commission. Seashore's car 4175 (opposite page), plus the memories and files of the museum and its members contributed heavily to the project's authenticity. TSdeB

SEASHORE TROLLEY MUSEUM
THE MUSEUM OF MASS TRANSIT

ADMINISTRATIVE OFFICERS

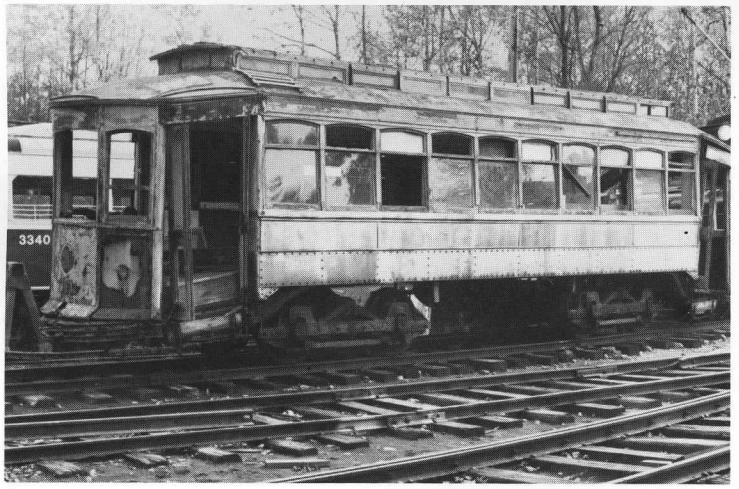
General Manager ..... Frederick J. Perry
Curator ..... Jeffrey N. Sisson
Director of Exhibits ..... George Burdick
Bookkeeper/Office Manager ..... Dorothy Warner
Museum Store Manager ..... Michael Deacon
Co-Superintendent of Passenger Operations .... Foster C. Leavitt, Sr.
Co-Superintendent of Passenger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

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 & Museums
Museum Store Association
State of Maine Publicity Bureau
Historic Preservation Commission
Tourist Railway Association, Inc.
New England U.S.A. Foundation

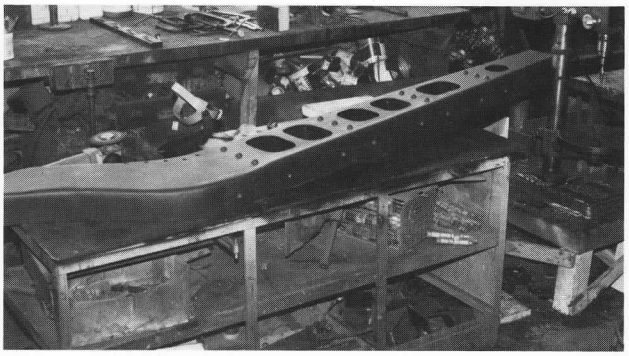
New England Electric Railway Historical Society, Inc.
Seashore Trolley Museum
Drawer A
Kennebunkport, ME 04046
Phone: (207) 967-2712

1986 UPDATE - EASTERN MASS. 4175

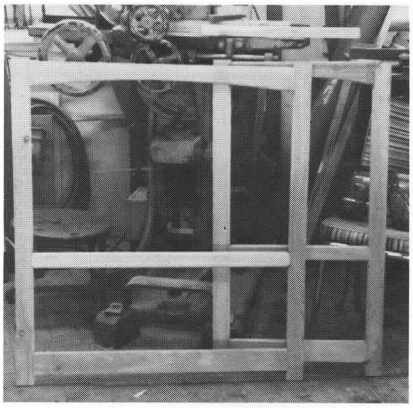


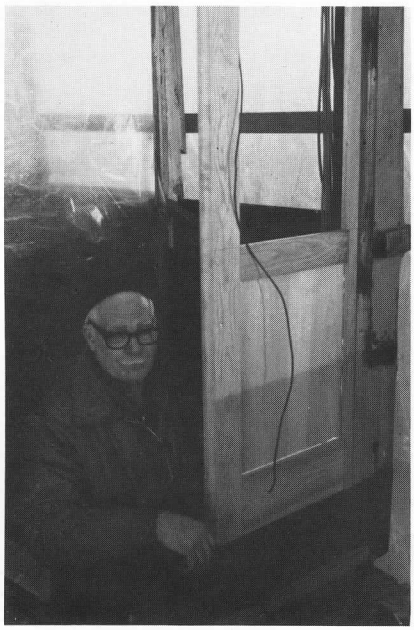
The need for platform and roof deck rebuilding is abundantly clear in this shot of Eastern Mass. 4175 being moved in to the shop to begin restoration.
FRED PERRY

Here the new platform knees are in place on 4175 and new "X" bracing has been fit carefully in between. The next step will be installation of flooring. *TSdeB*



LEFT — Increasingly complex metal fabrication is becoming routine for Seashore's shop crew. These intricate "Zeppelin style" platform knees for 4175 were fabricated from scratch in our shop, using the badly corroded originals as patterns. Similar work was carried out on Eastern Mass 4387, Brooklyn 4547, and Wheeling 39 in prior years.
TSdeB

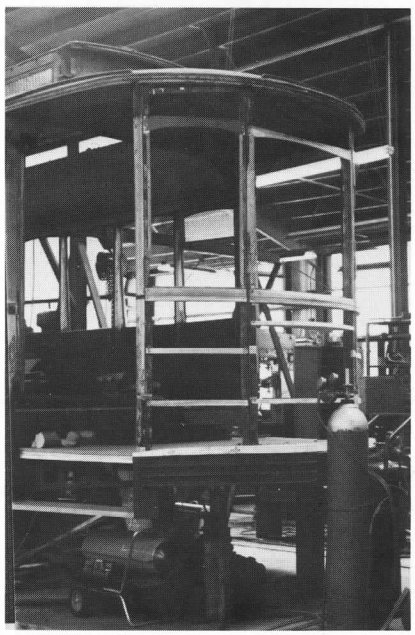




ABOVE RIGHT - Sash was missing from one end of 4175, so new ones were fabricated based on the existing windows in the other end. Seashore's well equipped woodworking shop allows production of sash from raw lumber in relatively short time.
TSdeB

LEFT - Further vestibule work on 4175 shows new bulkhead pieces receiving final adjustments. Veteran shop crew member Don Gawthrop fabricated and installed all of the intricate wooden parts in the vestibule structure. *TSdeB*

RIGHT - The second vestibule of 4175 takes shape. New platform knees are in place, with the reconditioned anti-climber attached. New steps and flooring have been made, and the end framing is taking shape with a combination of original and new pieces.
TSdeB



REAR COVER PHOTO: In 1986, Brooklyn Rapid Transit convertible 4547 received its finish colors of maroon and cream. The striking appearance was a just reward for both the labor and the contributions which made the restoration program possible. The combination of closed panels and open window guards typifies the car's operating configuration in Brooklyn, and will provide a graphic display for the visitor of this transitional design which bridged the gap between open and closed car models. Only interior details and completion of rebuilding the car's trucks remain until the car joins the museums fleet of operable exhibits. *WOOLNOUGH/TSdeB*


NEW LOTS AV
4547