

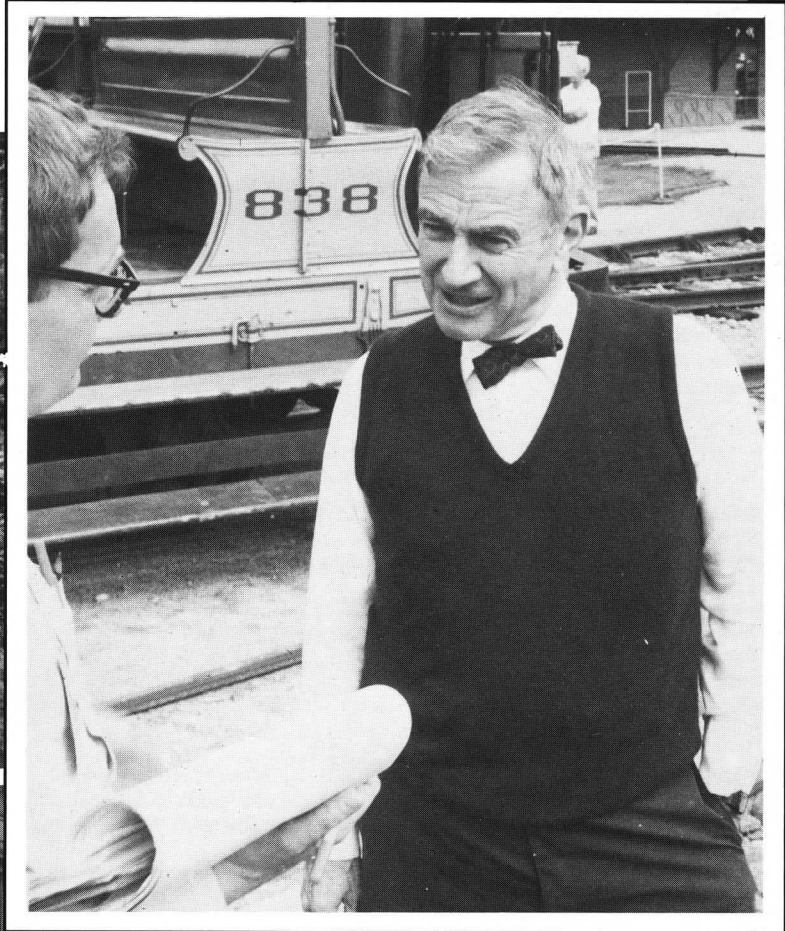
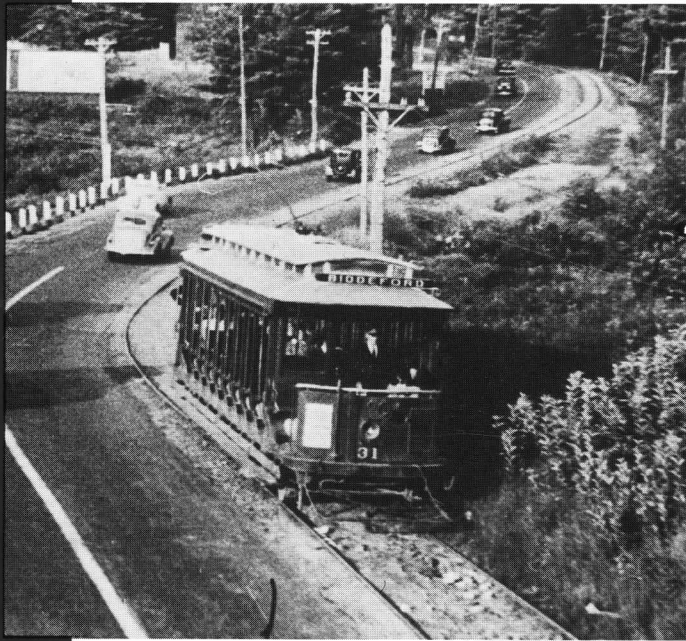
NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

THE SEASHORE TROLLEY MUSEUM

Kennebunkport, Maine

The Museum of Mass Transit

1987 ANNUAL REPORT



NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

CORPORATE AND ADMINISTRATIVE OFFICERS

as of December 31, 1987

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FRONT COVER: A half century of transit preservation and its leader. On the left, Biddeford & Saco 31, the first car preserved in North America, is shown on its way to Old Orchard Beach shortly before abandonment in 1939. At the bottom, Lake Shore Electric 171, an exhibit sought by the museum since its founding, arrived in 1987, enabling restoration of the image shown in this shot on the streets of Cleveland. On the right the man responsible for bringing both to Seashore, founder and President Ted Santarelli.

The New England Electric Railway Historical Society is a non-profit educational institution dedicated to the preservation, exhibition, and operation of urban and interurban transit vehicles from the mid-nineteenth century to the present. It operates the Seashore Trolley Museum in Kennebunkport, Maine, where its collection is displayed, restored and operated for the public.

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 Seashore Trolley Museum
 Drawer A
 Kennebunkport, ME 04046
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CHAIRMAN'S REPORT

As we entered the final weeks of 1987, the Museum was wrapping up one of the most productive and forward-looking years in recent memory. A wide variety of projects had been successfully undertaken - the massive removal of track and materials from the Elevated in Boston, the long-awaited concrete floor complete in the shop, the long-term restoration of Eastern Mass. 4387 and Brooklyn 4547 finished, and the restrooms in service in the Visitors Center. Then, without warning, just before Christmas, the tragic news came and shot through the organization like a bullet -- our President and Founder, Theodore Santarelli de Brasch, had passed away suddenly. How quickly the picture could change, from rejoicing at the year's successes and projects to come, to mourning the man who symbolized the heart and soul of the Museum.

Few could have imagined that the actions taken by Ted and his associates in 1939 would pave the way for what has become the largest and most complete collection of street cars and interurbans in North America, and would introduce the concept of trolley preservation to the world. For Ted, 1987 had been a year of triumphs, Lake Shore 171 had arrived at the Museum after decades of planning on his part; he had orchestrated the impressive and very successful elevated project in Boston; and the replica Eastern Mass. 4100

he had conceived and guided was completed and delivered to the National Park Service in Lowell, Massachusetts. There were many, many more projects he wished to complete. It now falls to the rest of us to carry forward these projects with a renewed sense of commitment, in the name of the originator of the entire preservation movement.

In this annual report, in addition to covering the year's ac-



*Theodore Santarelli de Brasch
1919-1987*

tivities, we will note some of the significant contributions Ted Santarelli made to the Museum over the years.

As stated above, 1987 saw many impressive accomplishments at the Museum. The most significant in the area of public operation was the completion of rest rooms in the Visitors Center. This amazingly labor-intensive project was successfully culminated thanks to the dedicated efforts of a small group of volunteers through the winter and spring,

with help from our paid shop crew. Before the operating season began, a flurry of activity included laying tile, installing fixtures and plumbing connections, and finishing wiring and hot water installations. The result was that the women's room was opened in May and the men's room was added before the peak season began. Some detail and corrective work remained for the subsequent off-season, but in the meantime, the visiting public is already benefitting from the convenience of these facilities.

Quite active again in 1987 was the Museum's Public Facilities Committee which entered the second full year in its efforts to improve the Museum's appearance and to add interpretative descriptions to our exhibits. The primary activity was to complete the car description easels with photographs. By year's end, text and photographs were in place for 35 cars. The breadth of member support for museum activities is demonstrated by the fact that 39 members from across the U.S., Canada, and Europe responded to the committee's appeal for photographs to use in these displays. The same text, plus post card views of the restored cars were laminated into stiff plastic panels for display by operating crews at the passenger platform to enlighten visitors about the cars in passenger service. Additionally a project was begun to add similar displays of text and period photographs along the shop visitors gallery for cars undergoing long-term restoration. Also improved was visitor access to the shop from the

*1987 was
marked by
major
progress --
and sor-
row.*



Photographs of the Museum's cars on their home systems were added to display easels in 1987. JDS

south by widening and filling the path approaching the shop from the Riverside car barn. Public facilities funding enabled completion of another major phase in outfitting the Visitors Center. In the orientation room, the remaining three walls plus the ceiling received finished wallboard and insulation, completed by a contractor late in the year. With this important step done, the committee is now turning its attention to creating and erecting permanent exhibits, both wall mounted and free standing in this room, to supplement the video orientation program implemented in 1986. Interior work also included extending wallboard through the entrance corridor and relocation of a set of glass doors to separate the main and orientation lobbies, thus allowing independent opening of either the orientation room or the Museum Store.

Discussions were begun in 1987 about another Visitors Center program which could be an important educational tool, namely the construction of an interactive model railroad in the large gallery on the second floor. The Museum's membership includes many avid model railroaders who may enjoy working on such an exhibit demonstrating the evolution and environment of the street and interurban railways. A committee was established to investigate the feasibility of this program. A new stairway would have to be installed to reach this area, and the possible use of one of the entry staircases from a disused elevated station in Boston is being evaluated.

The Museum continues to recognize the criticality of improving the marketing of its offering to the public, but is often frustrated by bureaucracy which impedes progress in this area.

A perfect example is erection of directional signs in neighboring communities to address the oft stated difficulty visitors experiencing in finding us. Complex and often conflicting regulations govern sign placement, but in late 1987 our Portland Special Representative scored a major breakthrough when his lengthy efforts were rewarded with official mounting of "Trolley Museum" signs on both north and southbound sides of the Maine Turnpike at the Kennebunk exit. Though travelers following these signs are led into Kennebunk which has an ordinance prohibiting all directional signs, the awareness generated by the signs should be a major benefit to the Museum.

In 1987 an event which brought a large number of visitors was the Museum's participation in a Volksmarch organized by an outside group. A total of 1300 participants walked



Removable descriptions of cars being used provide waiting passengers with a historical insight into cars they will ride. JDS

a 10 kilometer route leading to our right of way. Waiting streetcars ferried the tired walkers back to the Visitors Center, where as many as 600 cars were parked by those greeting them. The Museum collected \$1 per participant.

In Museum operations, income from the public was the year's only major disappointment. Unfortunately, the multiple year decline interrupted in 1986, resumed in 1987, with a drop in attendance of 2.7 percent. Visitor income fell about 8 percent compared to 1986, though it remained above the 1985 total. A remarkably sunny and warm summer may have contributed to the decline, as the Museum finds itself in the rather unusual situation of suffering when there is an abundance of good weather. Warm days tend to encourage visitors to southern Maine to favor the region's fine beaches over other activities. The Museum does best when generally nice weather brings people to the area, but occasional cloudy or rainy days provide incentive for activities away from the shore.

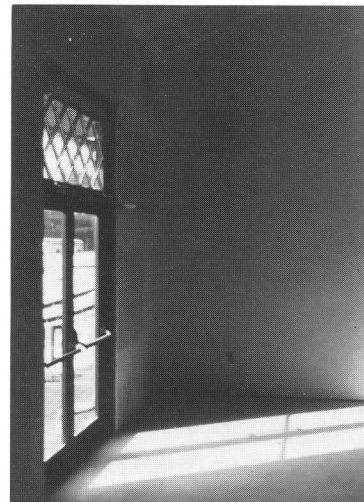
As in 1986, the Museum filed for grants from the federal Institute of Museum Services, but once again was turned down. Though we have received a total of four grants in past years, 1987 brought rejection of our applications for both Conservation and General Operating Support grants for the second consecutive year. Federal funding reductions have unfortunately reduced the scope of I.M.S. programs, as in 1987 only one of the many railway museum applicants was funded by I.M.S., that being

from a state-run operation in Pennsylvania.

A brighter area of funding is the employer matching grant programs offered by some large companies, in which employee contributions of funds, or in some cases volunteer labor, are matched on a 100 percent or greater basis by the company. Donations to the Museum from employees of Raytheon and IBM were matched in 1987. Once again, all of the Museum's supporters are encouraged to investigate their employer's programs in this area.

In 1987 the Museum was also the beneficiary of a significant private grant, \$5000 a year for two years from the Butler Foundation, as a start to fund raising for the next car barn, to be constructed north of Fairview barn.

The single largest project undertaken by the Museum in recent years stemmed from the closing of the Roxbury Division Elevated in Boston at the end of April, 1987. As the MBTA's Orange Line was relocated to the new Southwest Corridor subway/open cut alignment, the



Newly installed wall board in the Visitors Center Orientation Room. JDS

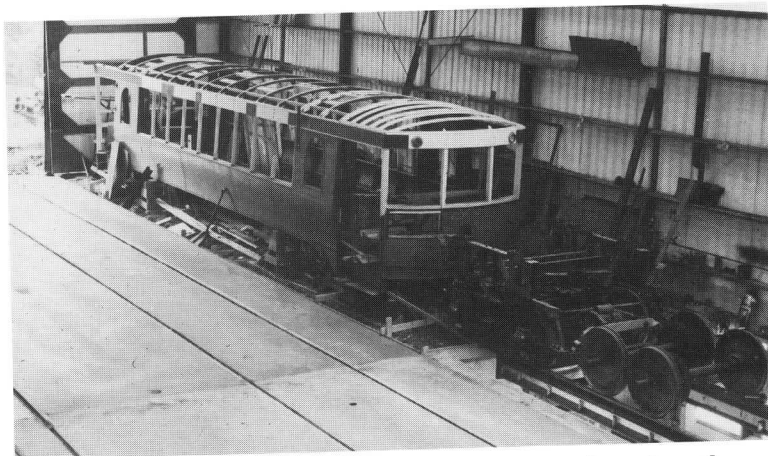
four mile elevated was slated for demolition. Recognizing a valuable source of material and historic artifacts, the Museum requested rail, switches, signal material, and station fittings. The MBTA generously complied and asked the J.F. White Contracting Company, who had the contract to demolish the Forest Hills terminal, to assist us. J.F. White has been a long time friend of the Museum, having donated crane service when Tower "C" was obtained from the Charlestown elevated in 1975. For this year's project, their support went far beyond



Track obtained from Forest Hills included this yard plus a double crossover behind the camera. TSdeB

our fondest dreams. The Museum's Burro crane was brought to Boston and lifted to the elevated by a White crane to aid in dismantling, thus becoming the last car to run on the El. White crews manned the Burro, and painstakingly unbolted rails and switches, plus operated construction cranes stationed below to load material onto the Museum's trailers.

In the end, a very large supply of rail, a complete yard layout, slip switches, signals, span girders, elevated columns, plus station canopies made their way to Maine. Our President Ted Santarelli directed the project almost daily for the two months prior to his death. Aided by our volunteer General Manager, and a number of Trustees and members, Ted's crew completed a huge job on-time with minimum delays. To all who worked on the project, and especially to the J.F. White Contracting Company, we extend the Museum's warmest thanks. The material obtained will provide the yard layout for



While the freshly poured concrete floor cures, a rare clear view of Wheeling curved-side 39 was possible. Roof boards were about to be added, and a complete set of window sash had already been fabricated and await installation. The trucks and wheel sets in front of the car belong to Brooklyn 4547.
D. ANDERSON

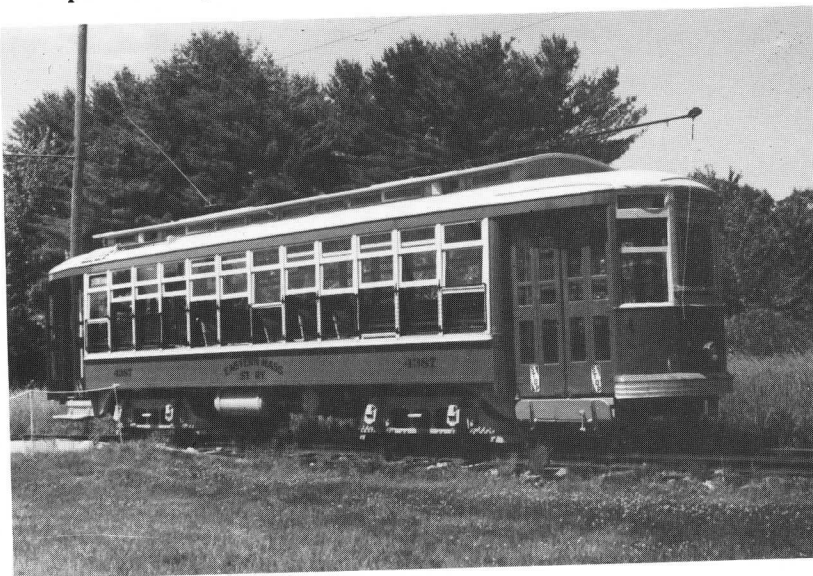
the next car barn, will bridge the Richardson Creek washout on the main line near the Terminal, and will allow construction of improved station facilities. The funds expended on trucking put a severe dent in our operating budget, but this represented a once in a lifetime chance to obtain such valuable and historically significant items.

In the restoration shop in

1987, the first half of the year saw completion of the new concrete floor, which increases mobility and hence productivity of shop crews. Plans had originally called for pouring the floor late in 1986, but the early arrival of winter weather forced postponement until spring. The extra time was used to ensure that all steel reinforcements and drainage were complete, and to construct 38 "dead man" hook pockets in the floor to serve as anchors for pulling and straightening. Direction of this program by our volunteer General Manager enabled far more to be done than would have been possible had the work been contracted out. As soon as the new concrete was cured, a full complement of cars filled the shop, and much progress was noted.

Another milestone for the shop, was the outshopping after six years of intensive restoration work of Eastern Massachusetts Street Railway 4387. Recipient of one of the most

Glistening after its six year rebuilding, Eastern Mass. 4387 waits on the loop between passenger trips. Note the wide opening semi-convertible windows which make this car suitable for use on hot summer days.
TSdeB



thorough rebuilding programs undertaken to date, this car is now in regular passenger operation and serves as a glistening tribute to what was once the world's largest street railway network.

Not far behind is Brooklyn convertible 4547 which has spent a like period in the shop. This year marked completion of final body details and near completion of mechanical work. Extensive rebuilding had to be done on the heavily worn and corroded trucks, but at year end both trucks were back under the car. Early 1988 will see this fine car also join the operating and exhibit fleets.

Other major restoration programs making marked progress in 1987 include the thorough rehabilitation of New Orleans 966, and long term efforts to rebuild Boston center entrance car 6131, Eastern Massachusetts 4175, Wheeling curved-side 39, and New York Third Avenue 631. Operating fleet maintenance saw a thorough repaint and upgrading of Montreal lightweight 2052, and a major start on a similar program for Dallas Stone & Webster standard 434.

The many exhibits which have arrived at the Museum in this and other years contributed to a growing shortage of storage space in and around the Museum's barns. To alleviate this, a major start was made at constructing a new storage yard between Fairview and Central barns. A switch was cut into the Fairview lead and a track was laid along the west side of Fairview barn. The track was placed so that it could eventually be enclosed when an addi-

tional bay is added to the barn. Another switch was added for a second storage track to be built later. In preparation for this project, extensive grading was done to form the roadbed, to improve access to Central Barn, and to create a storage area for rubber tired vehicles between Highwood and Central barns. Also graded was a right of way connecting to the existing dump-car loading track and intended to serve as a lead into the site of the next carbarn,

duction firm filming a movie named *Ironweed* in Albany, New York. Featuring name stars, the film would call for a period bus, such as our 1934 Eastern Massachusetts Street Railway A.C.F. H-9, No. 478. The Museum proceeded very cautiously in early 1987, bearing in mind prior unsatisfactory arrangements with production companies. However, negotiations began on a lease which would include funds for restoration of the bus. Upon receipt

The Burro crane at work at the museum prior to its trip to Boston. Here rails are being set for the new storage track next to Fairview Barn. A later addition to this barn could turn this track into covered storage.
TSdeB



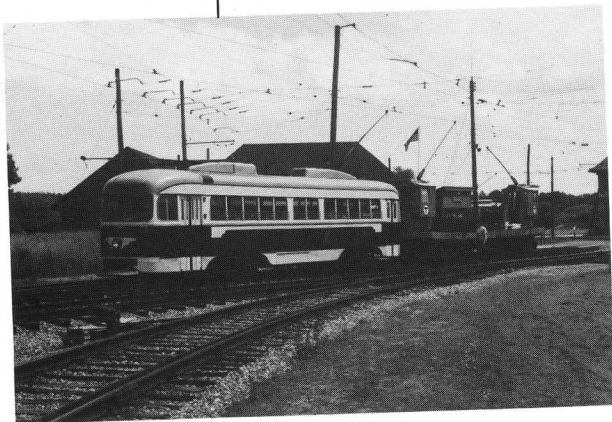
which will be situated between Fairview and the main line, and to provide easy access to the truck storage area east of Fairview.

Other track projects in the year saw replacement of one of the troublesome switches in front of the shop, plus repairs to a second, and further preparatory work for a siding and rear lead to the shop north of Doherty switch. Ties from Portland helped several of these projects immediately on arrival.

Late in 1986 the Museum was contacted by a movie pro-

of an up-front \$2500, our crews carried out work on the bus in Shop 1 up to that amount. Unfortunately, major engine problems were uncovered jeopardizing completion of renovations by the start of shooting, so the production company was forced to turn elsewhere. The initial sum became a donation to the Museum.

In contrast to 1986, when only one new exhibit came to the property, in 1987 a total of ten vehicles arrived. Most significant was Lake Shore Electric interurban 171. This car represents the finest series of



Newly arrived motor flat 2026 pushes Dallas PCC 608 during switching operations in the summer of 1987.
D. ANDERSON

cars from the system long recognized as the epitome of America's interurbans. Acquisition of such a car had been a Museum goal for decades. As the car was a favorite of Ted Santarelli, the Trustees established its restoration as a goal to be achieved in his memory.

Other acquisitions included the body of Cleveland center entrance trailer No. 2318. A mate to the Cleveland motor car obtained several years ago, the car will fill a significant gap in the collection as our first street car trailer. Also arriving was a four car train of the 1924 East Boston Tunnel cars from the MBTA. The last conventional fleet in Boston, this series of cars also provided a major source of spare parts for the Museum. Two early street car motor rail flats from Boston, Nos. 2026 and 1594, were ob-

Chicago, North Shore & Milwaukee 420 is an attractive example of interurban equipment in Seashore passenger service.
TSdeB



tained, the latter to be used for parts. Finally, one rubber tired exhibit, Boston 1947 Mack bus 788 was moved to Maine from temporary storage elsewhere.

A very unusual acquisition was a pair of 1890's-vintage street car trucks from under the F&T diner in Cambridge, Massachusetts. Located around the corner from the winter meeting place of the Museum's Board, the diner was a well-known eating spot and long the subject of rumors that trucks had once been behind its foundation. With the site to be cleared for high rise construction, a Seashore Trustee investigated and was amazed to find a pair of trucks of the type used under cars similar to the Museum's 25 foot box car 396. The diner was not an ex-street car and clearly had not been moved on the trucks, so the reason for their presence on neatly laid rail is unclear. Nonetheless, the owners of the diner donated the trucks to the Museum, and we now have an ancient pair of Laconia "Baker Swivel" trucks to add to our display. The diner was preserved elsewhere.

In late 1986, the city of Biddeford initiated eminent domain proceedings to take 39 acres of land owned by the Museum in Biddeford, offering compensation in the amount of \$17,200. The land, unneeded for the Museum's right of way to the Terminal, was sought for an extension to Biddeford airport. In early 1987, Museum management began legal action to contest the compensation, which we considered inadequate. Initial steps were underway when the entire airport project was placed on hold by

the city. Should the project be revived, the Museum will continue to protect its interests.

Finally we note with sadness the passing of two other valued Museum members. Mary Elizabeth Cott, wife of Vice Chairman of the Board Murray Cott, passed away in the autumn. Until her retirement in 1986, Mary Liz had overseen a very significant increase in sales as Museum Store Manager. Her friendly presence will be missed by all.

Earlier in the year, former Chairman of the Board Ed Barry, a long time member very knowledgeable in the history of street railways passed away at his Newport Rhode Island home. An eloquent Chairman, with a tremendous insight into human and organizational affairs, Ed was loved and respected by the Museum community.

In 1987, though the Museum membership was saddened by the passing of long-time friends and leaders, all members can be buoyed by the fact that over 20 percent of the membership continues to take an active role in the Museum. The strength of the efforts of more than 200 members in the year, and the progress in so many areas, bodes well for an even brighter future. A committee was formed late this year to plan the Society's 50th anniversary celebration in 1989. The accomplishments to note on that occasion will be many, and will provide a firm foundation on which to launch the Museum's second half century toward fulfillment of the plans of members both past and present.

THEODORE F. SANTARELLI DE BRASCH

1919-1987

Seashore's founder and President, Theodore F. Santarelli de Brasch passed away unexpectedly on December 17, 1987. He had occupied top offices at Seashore since its inception, and was well known throughout the Seashore community and the electric railway enthusiast world. His spirit and efforts were responsible for Seashore's success throughout the critical early decades of its existence. In addition to providing inspiration and leadership, he pitched in as one of the hardest workers in wide range of activities, including track work, overhead wire work, car restoration, exhibit acquisition, and fund raising. The following, plus the accompanying photos, briefly trace his life and activities at the Museum:

Ted Santarelli was one of three enthusiasts who made a spur of the moment decision at a chance meeting in Lewiston, Maine, on April 19, 1939, to tackle the sort of job that operating transit companies had declined -- to acquire, preserve, and eventually operate one of Maine's last open trolleys. From this pioneer effort Seashore emerged followed over the years by a number of other similarly oriented museums. For almost half a century, Ted played a major leadership

role in the Museum. He was General Manager from 1939 to 1952, and President from 1952 until his death.

From the beginning Ted was directly involved in all facets of the Museum including selecting the site and naming the organization, developing track and line departments, negotiating with the Central Maine Power Company for use of the right of way, setting up acquisition and restoration policies, building track layouts, and eventually, raising funds for the structures themselves. Until his death he also produced the Museum's

annual report.

Born in Boston, Ted spent eight years at St. Joseph's Academy in Wellesley Hills. It was travelling back and forth to school by trolley that sparked his interest in the electric railway field. Making acquaintance with the motormen on the Boston and Worcester cars led to frequent rides "up front" to Worcester and to "visits" to the B & W car barns and shop at Framingham Center. His graduation from St. Joseph's in June 1932 preceded by a week abandonment of B & W trolley service.

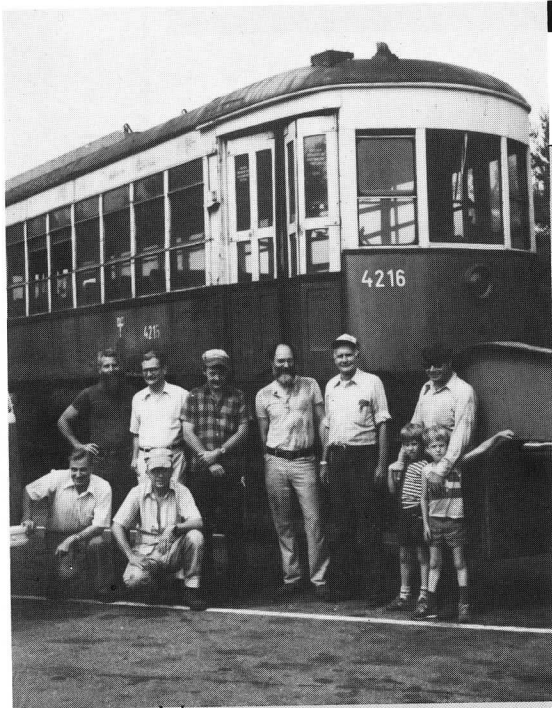
At this point Ted went on to Roxbury Latin and his interest turned to both the Boston Elevated Railway's surface car lines, and, through the "All Day for a Dollar" passes on the Eastern Massachusetts Street Railway, to Saturday trolley riding from Lowell to Fall River. Occasional visits to the Eastern Mass Chelsea Shops followed. His accompanying interest in building model trolleys led to frequent research trips to the Boston El's library to explore



Learning transit through hands on experience, Ted (center rear) is pictured with fellow carhouse hands behind nearly new PCC cars in Chicago in 1941.



Track construction during very early Seashore days. Ted poses with long-time member and caretaker Joe McLaughlin and B&S 31 near the current site of Shop 1.



An ardent fan of Manhattan's car lines, Ted long worked to retrieve a Third Avenue car from Vienna. He poses (left front) with others enjoying the successful arrival of 4216 (ex-New York 631) in 1981.

the Electric Railway Journal. This exposure sparked a transition from pure study of the past to a developing interest in a career in the transit industry.

Still in school, Ted made friends in General Electric's Transportation Department opening doors to car houses and shops in both Boston and New York, leading to rides on Trolley Coach lines not yet in service and PCC cars on training trips.

Ted subsequently joined the Harvard Class of 1941 and maintained his transit activities as studies would allow. In his junior year he got to know a Boston El night overhead wire crew and twice a month joined them for a few hours on

their various jobs, in the subway or out on new trackless trolley construction.

As Ted graduated in 1941, he obtained a rare opportunity to be hired as a student engineer by the world's largest street railway, the Chicago Surface Lines. Agreeing that he should do "as they had all done" and learn the system from the ground up, he started as a trainman on the West and South sides, punctuated by weekly trips to the handsome offices in the Loop area. By late fall he succeeded in arranging a transfer to the shops department and was assigned to maintenance on the brand new PCC cars.

However, shortly thereafter Pearl Harbor intervened. In the Army, Ted started as a buck private advancing to radar officer in a Gun Battery in the South Pacific.

After the war, Ted chose to return to New England and began a year and a half stint with Pullman-Standard at its car building plant in Worcester. There he worked as a quality inspector on new streetcars being built for his former employer in Chicago, as well as for railroad coaches being built for the Boston & Maine. Meanwhile, he planned to further his education, enrolling at the Harvard

Business School

During this period, Seashore was emerging from its wartime hibernation, and Ted was again active in Museum activities. This included joining the volunteers manning the front lines in the famous 1947 fire, which threatened to destroy the fledgling museum.

Upon leaving graduate school in 1949, Ted, with his newly won M.B.A., was still extremely interested in returning to the transit industry. As the Chicago system was in the throes of transition to public ownership, he elected to stay in Boston and join the Metropolitan Transit Authority. He was assigned to the Everett Shops



During one of his frequent visits to Ida Grove, Iowa, Ted stands on the front platform of nearly complete Eastern Mass replica 4131 for Lowell.

where he prepared manuals detailing every job performed in the shops and chronicling the unfortunate downward trend in riding. With this continuing decline in the transit industry, Ted elected to change careers and enter banking. By late 1952 he had joined the First National Bank of Boston. Ted spent 35 years with the bank, including many years in the Special Industries Division, a principal lender to Hollywood. He retired in January, 1987.

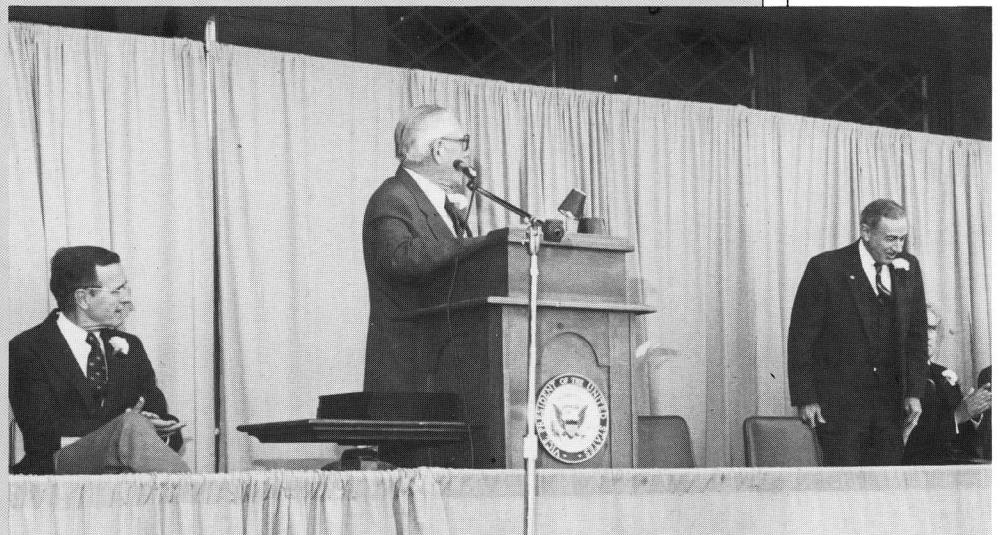
Punctuating his steady Museum work was Ted's frequent foreign travel. He visited street railway systems the world over, often returning with yet another exotic exhibit -- including cars from Sydney, Dunedin, Rome, and four British cities.

Over the past several years, in addition to his work at the bank, Ted assisted the Lowell Historic Preservation Commission with their plans for expanding their historic trolley line, most notably in constructing a replica closed car. Engaged first as a consultant, then as a part-time employee, Ted suggested construction of a 4100, virtually identical to the Museum's 4175. The contract was awarded to Gomaco, of Ida Grove, Iowa, constructor of Lowell's two open cars. On frequent trips to Iowa, Ted ensured the historical accuracy of the semi-convertible, researching even the finest details through historic documents and the memories of Eastern Mass. fans, plus via careful measuring and probing

RIGHT: On July 4, 1964, during 35th anniversary celebrations, then-Governor of Maine John Reed sports a motorman's cap as he joins Ted Santarelli on the front of Montreal No. 2.



BELOW: In 1983, Seashore hosted the annual convention of the Association of Railway Museums. Ted was a featured speaker. C. WOOLNOUGH



Then-Seashore Chairman of the Board John Smith introduces Ted Santarelli to the large crowd as Vice President George Bush looks on during a U.S. Postal Service first day issues ceremony at the Museum in October, 1983.

C. WOOLNOUGH



ABOVE: Ever dignified, Ted sports the only suit and topcoat among a busy group of photographers during Boston's final Elevated fan trip on April 21, 1987. JDS

BELOW: During a rare winter ceremony, President Santarelli addresses the gathered members dedicating the restoration of Eastern Mass. 4175 to the memory of Richard L. Wonson. C. WOOLNOUGH



of 4175 at Seashore. Ted worked closely with Gomaco founder Harold Godberson, a dedicated craftsman, until his also untimely death in 1986. Ted's dedication to this project, and Gomaco's responsive craftsmanship, resulted in a beautifully finished car plus fabrication of numerous parts for Seashore's 4175. Lowell's car was delivered just a month before Ted's death. It is to be dedicated to his memory by the Lowell Commission in Spring 1988.

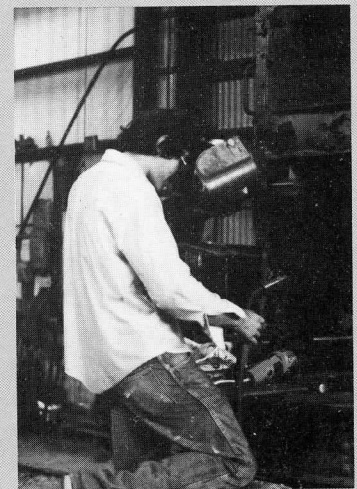
Ted's oldest son, Stephen is studying electrical engineering at the University of Lowell. His younger son, Thomas, is majoring in mechanical engineering at Wentworth in Boston. Both are active at the Museum, helping to carry on their father's tradition. Ted was also a member of the choir at Christ Church in Hamilton for over 20

years, and was engaged in choir practice on the evening of his death.

Those active in the Museum in the 1950's and 60's will remember Ted hard at work cutting rails (by hand with a hacksaw!), atop a line car erecting wire, planning and constructing carbarns, and carefully planning historically significant acquisitions. In later years, museum development, car restoration, and preparation of the annual report were among his many activities.

His final projects included overseeing the Forest Hills elevated project and acquisition of Lake Shore Electric 171. Perhaps the most significant interurban car in the museum's industry-leading interurban collection, the car came as a body only. However, following up efforts initiated by Ted, the Museum's Board has dedicated restoration of this car to his memory. The Museum actively encourages its members and friends to add their pledges to carry this worthy cause to completion.

RIGHT: A second generation continues at Seashore. Stephen Santarelli, Ted's son, makes some long-needed repairs to the cab of Boston crane 3246. Both he and his brother Thomas carry forward their father's interest in the museum. TSdeB



REPORT OF SUPERINTENDENT OF CAR MAINTENANCE

The largest project for the year, one a long time coming, was installation of the concrete floor in the majority of the main shop hall. It was started in November 1986 with the removal of two tracks followed by excavation of three feet of subsoil. It ended in late June 1987 with the final troweling of 103 cubic yards of concrete. During the winter and spring a heavy structure of steel rails and over two tons of reinforcing rod was laid in a grid pattern. Conduits for electric service, air lines, and a number of "dead" men (jacking anchors) were installed prior to pouring. Now that the floor is complete it is hard to imagine how the shop operated without this smooth, easy to clean surface. Though it was very difficult to get around in the shop during the

construction period, restoration work continued without interruption. Remaining to do is construction of proper drainage at the rear of the building and concrete on the north and south ends of the pit track. The latter will perhaps involve another pit as well as installation

and motors installed in both trucks, and the car body was placed on them. After much prying and pulling the air brakes were connected and now function. Electrical connections have been made to the motors but operating tests will come in the spring of 1988.

RIGHT: Years of restoration efforts on Brooklyn convertible 4547 pull to a close as the second rebuilt truck is placed under the car in December.
F. PERRY



of the hydraulic car hoists from Pittsburgh obtained some years ago.

Brooklyn Convertible 4547 was finally brought to completion in 1987. The second truck frame was rebuilt, wheel sets

New fenders were built out of bits and pieces of the originals and made operational. Many miscellaneous jobs were completed such as new leather hand straps, signs, floor paint, gongs, etc. This completes a six year restoration project.

Another major project now in progress is New Orleans 966, the Museum's classic "Streetcar Named Desire". The car was the first car actually to rest on the new floor and did so on the day of arrival of the major donor to the floor. He was privileged to be the first to erect staging on the new surface to carry on his specialty of roof rebuilding. Both platforms of 966 were completely rebuilt starting with reinforcing the steel framing and continuing to new posts, roof ribs and floor. The car's roof was resheathed with specially milled tongue



The new concrete floor in the shop is complete and cars are relocated to working locations. Boston center entrance 6131 shows its newly reconstructed second end. The basic steel body rebuilding of this car is nearly finished as additional funding is sought to carry its restoration further.
D. ANDERSON



The most intricate step in rebuilding a roof is determining the taper for the last few roof boards to curve over the ribs. Here Don Gawthrop, a professional with the Department of Street Railways in Detroit before coming to Seashore, measures the last few pieces for New Orleans 966.
TSdeB

This interior view of 966 shows the new floor and roof, the rebuilt steel sideposts, plus the first new sash and window sill pieces.
JDS



State 4175, a great favorite of our late founder, Ted Santarelli. He lived to see much progress made. Both platforms and vestibules are now re-

built, 12 solid cherry door panels were made to bring the car back to its original two man configuration. When the car was changed to one man operation, bulkheads were removed, necessitating fabrication of new ones for accurate restoration. These are now installed, and one now has sliding doors installed using the mechanism made for us by the Gomaco Trolley Company of Iowa. This generous donation was in return for the advice given them by Seashore during their construction of replica car 4131 for Lowell, Massachusetts. The clerestory roof which had been trimmed when No. 4175 became a cottage was restored to full width and new long side sign boxes and sash were made. Work has been largely completed on replacement of all side posts but has had to be discontinued as funds have been depleted. It is hoped that the sponsors of the project will be able to raise enough money soon to allow resumption of work.

Eastern Mass 4387 was placed in service after a six year restoration program. The work done during the winter and spring of 1987 consisted of assembling the multitude of parts removed during restoration plus painting the interior. All new longitudinal seat bottoms were made and the remainder

of the seating was either recaned or cleaned and varnished. A member who is a professional rollsign painter made excellent sign and number stencils enabling very clear and sharp lettering to be sprayed on quickly.

Montreal 2052 had last been painted over 15 years ago and showed much wear and tear. Though one side had at that time been replaced, the other was only patched so rust buildup continued between the steel side sheets and framing. Eventually rust broke through the surface causing the car to be structurally weak and unsightly. Our MIG welding capacity, unavailable when the car was first rebuilt, makes possible patching areas of steel without complete removal of the side. With an angle grinder offending areas were cut out, the body jacked as straight as possible, rust removed from framing, new steel installed, and welds ground smooth. While a patch-up paint job would have improved the car's appearance, close examination revealed overall deterioration so the entire body was done. This time a more correct cherry red was used for striping and numbering. Inside, the sash was re-varnished and the floor painted. Dash lights and line breakers were made operational again. New rubber door edging was applied, advertising racks, left off in the first rebuilding, were installed and the window guards, which had rusted out in many places were rebuilt. Considerable time was spent by electrical experts trouble shooting the inoperative door treadle mechanisms,



Completed bulkhead doors have been hung and match nicely the all new bulkhead partitions constructed for Eastern Mass. 4175. The sliding hardware mechanism at the top of the doors was donated by the Gomaco Company of Ida Grove, Iowa. TSdeB

but the many wires added over time proved to make the problem complicated and unsolvable for the present.

A long-time favorite car, Liberty Bell interurban 1030, was finally returned to service. Inspection revealed a combination of problems causing it not to operate correctly. First, the HL unit switch contactor was not sequencing properly, connecting the wrong motors at the wrong time. One traction motor was found to be badly burned inside. On disassembly, it was found to be electrically sound but the brushholders had failed. These motors have bottom brushholders whose springs had rusted out due to condensation from the proximity of the sand of the floor of Highwood Barn were the car

was exhibited. All brushholders were rebuilt, the motor was sent out for dipping and baking, and subsequently was reinstalled. The air compressor has long given off clouds of oil smoke and had been quite slow to pump up the car's large air system so it was sent out to have new piston rings fitted. The car now operates as it should and has made numerous "test" runs.

Dallas 434 had its exterior scraped and sanded and all sash re-glazed. In 1988 it is expected to be repainted.

Boston Center entrance 6131 had the body steel completed by enclosing the second end. Due to a shortage of funds and the necessity of clearing space for cement trucks, the car was re-trucked and placed in storage awaiting replenishment of its finances.

Philadelphia Suburban center-door No. 62, long a work horse of the operating fleet lost a great deal of paint on one side and end over the winter and became quite shabby in appearance. Earlier short cuts of sanding and painting old surfaces proved not to be the best long term solutions as Maine's extreme temperature changes cause old layers to loosen, often leaving large bare areas. One letterboard was scraped and completely lettered. Major portions of the body were also repainted.

Boston Type 5 5821 had one dash panel and skirt damaged in a minor sliding mishap so these areas were straightened and painted. At the same time floor, roof and trolley poles were repainted.

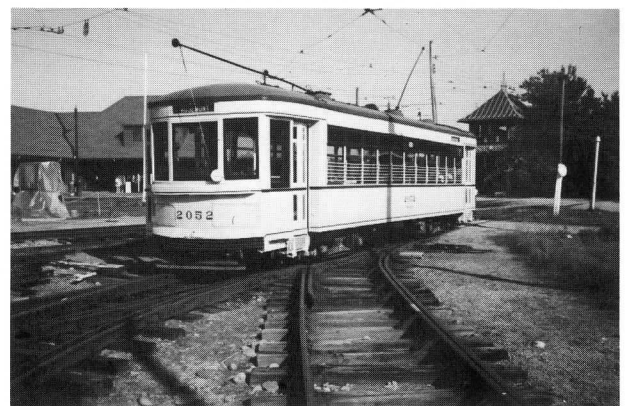
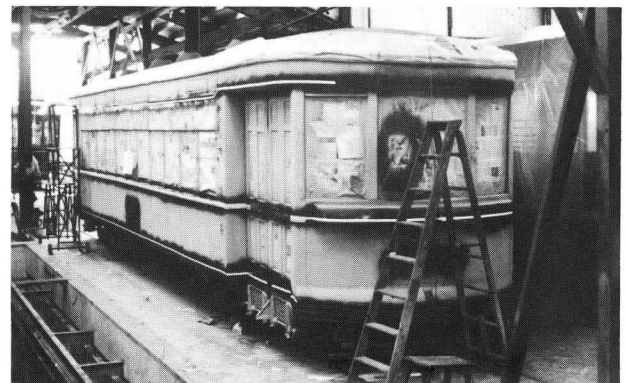
All of the wooden seat parts

for Montreal Observation No. 2 were stripped, sanded, and primed. In 1988 the car should be reassembled.

Mousam River box car 8 was re-lettered on one side and Birney No. 1 had its floor painted.

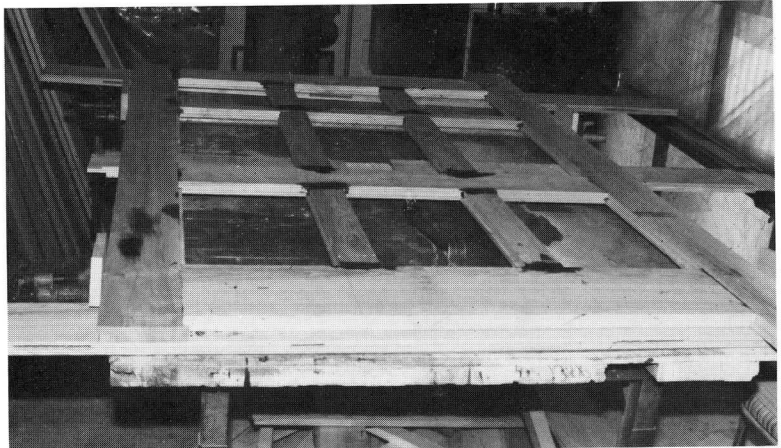
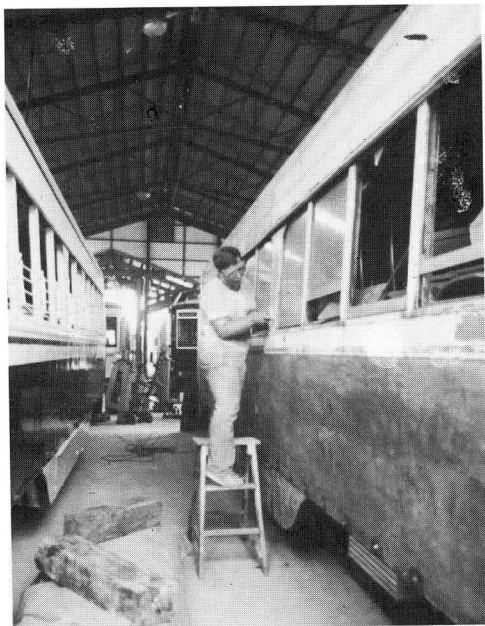
Complete lubrication and inspection took place on 16 cars: Denver Birney 1, Claremont line car 4, Biddeford open 31, Manchester 38, Philadelphia 62, Oshawa locomotive 300, Connecticut opens 303 and 1391, North Shore interurban 420, Montreal 957 and 2052, Liberty Bell 1030, Sydney 1700, Boston crane 3246, Eastern Mass 4387, and Boston 5821. An attempt was made to do some of the cars which had not received attention for a number of years. However, time limitations made it impos-

Montreal 2052 shown during re-painting, then back as a regular in the passenger fleet.
TSdeB
F. MALONEY



sible to handle some of the cars which operate in daily service. During inspection other mechanical work was done such as totally replacing the batteries for the control circuits of 303. A bad bearing in its PK controller had long caused irregular operation and was replaced. Unfortunately an armature failure has caused this car to be sidelined. Another open, 1391 had a broken brake pull rod solidly welded plus its roof and trolley poles were repainted. Sydney 1700, long out of service, was found to have a number of control problems which required two sessions to repair satisfactorily.

A new pressure-treated deck outside of the shop visitors gallery replaced the original springy plywood one. The worst track switch in the shop yard was replaced now causing at least some less concern when entering the yard. And finally, several cars were made to shine with a coat of wax.



Fabrication of doors and sash has become routine in the Museum's shops. Taking shape here is one of four new sliding doors for Wheeling curved-side 39.
JDS

VOLUNTEER RESTORATION REPORT

As always, volunteer efforts to preserve and restore Seashore's fleet of exhibits remained a very strong area of Museum activity. At least 16 vehicles received significant attention from the devoted and skilled workers who give their time. The wide geographic representation of the cars receiving attention demonstrates the attraction of the Museum's worldwide collection to members and friends.

Washington PCC Car 1304 again made substantial progress. This year attention centered on the severely rusted exterior body surfaces. All paint

LEFT: Paint removal underway with a hand scraper. Here Washington PCC 1304, a St. Louis Car Company product, sits adjacent to Dallas PCC 608, from rival Pullman Standard. Both cars are receiving extensive volunteer restoration. TSdeB

was stripped from the entire car body after the D.C. Transit paint scheme was carefully traced for later re-application. A number of repairs were made at the bottom edge of the car body where corrosion had occurred. The window sash and deteriorated runners were all removed and the exposed surfaces of the posts cleaned of rust, and, as required, repaired. The entire exterior was sprayed with rust inhibitor and primed in a rust retardant paint. Final painting is pending. Though the entire interior must be repainted, and a number of repairs made, interior work began with repair of a ceiling panel this year.

The long-term restoration of Manhattan-Bronx Third Avenue Railway System 631 progressed significantly during the year. The roof canvas renewal was completed with application of a second coat of gray paint. The ventilators and vestibule metal edging strips were stripped, primed, painted and installed. As the front ends had lost their destination signs

when the cars were sold to Vienna after World War II, re-installation began. Properly sited and configured holes were cut in the letterboards at each end, matching the still extant sign-box framing. Work then began on stripping, treating with rust inhibitor, and priming the entire car body. By year end the half of the car above the beltrail was through this stage.

Dallas PCC Car 608 (formerly Boston 3342) saw its exterior restoration virtually completed a year ago. This year's effort was concentrated on the interior. The climatic changes between Dallas and Boston had caused considerable paint peeling, necessitating the same very laborious scraping of most interior paint as had earlier been necessary on the exterior. Light fixtures were dropped and repaired, rewired, or replaced as needed. Literally dozens of body, plumbing and fitting alterations made for Boston service were returned to the Dallas configuration, ranging from rewiring

several lights to reconfiguring the entrance steps. Thanks to the efforts of many members over four decades, parts to enable the accurate reconversion had been procured from across the U.S. and Canada. Some of the most difficult parts searches were actually conducted finding long-ago acquired parts in the Museum's own parts inventory.

After filling many screw holes from removal of Boston additions, interior priming and painting began. The ceiling and adjacent areas received the original rich cream while the lower body and vestibules have largely been completed in dark brown. Stanchions were removed to allow floor repairs. Curling floor tiles were removed and a start was made on repairing wire ducts preparatory to installation of new flooring.

Finally, it should be noted that Ted Santarelli made his last visit to the Museum on the weekend prior to his death to assist in preparing car 608 for the photograph on the cover of the 1985 Annual Report. He cleaned the rapidly accumulating dust from the car exterior. Ironically, Ted's days working at Pullman-Standard occurred about the time that the Dallas

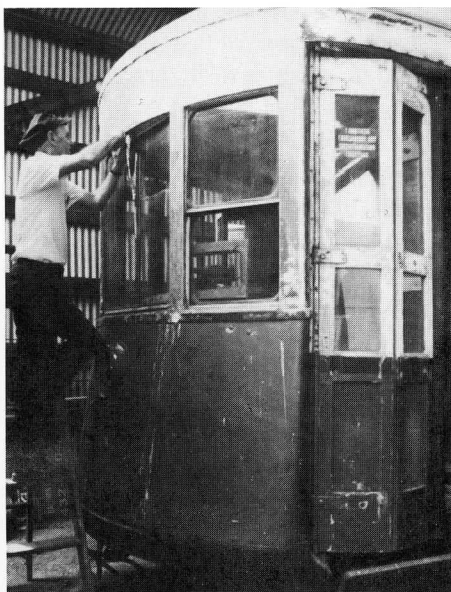


order was built. He felt that these cars were so attractive that he saved a set of large exterior color sample sheets from the company files, and made them available for matching with current DuPont colors.

For the twelfth consecutive summer volunteer restoration continued on Chicago "Red Pullman" streetcar 225. One of the sliding vestibule doors was stripped and all of the metal fittings in both vestibules -- including fare register rods, controller tops, motorman seats, and various handles and pipes -- were sanded, treated with rust inhibitor, primed, and painted in gloss black. Thus interior cosmetic restoration is virtually complete - at last! At year end over \$5000 was on hand for anticipated shop staff work on platform structure, trucks, and motors.

MBTA Cambridge-Dorchester Rapid Transit line tool car 0553 arrived at the Museum more-or-less sound, but in dire need of immediate attention to remain readily restorable. The car became a priority restoration project for its sponsor. New boards were milled by an outside firm for about 80 per-

Late in the year restoration began on Twin Cities 1267. Work began with the rear platform including rebuilding the gates for which the car was known. JDS



LEFT: With a new roof complete, restoration efforts on New York Third Avenue 631 moved to preparation of the steel surface for refinishing and removal of modifications made during the car's service in Vienna. TSdeB

cent of the roof and a substantial percent of the side sheathing. The remains of the deteriorated roof section were removed and steel parts were reinforced. Window posts were spliced as necessary and new siding was installed and primed. Some small sections of removed siding were saved to repair generally sound areas of the car. By the end of the year new roof carlines were milled and six new sash were made for later installation.

Newly acquired East Boston

cars placed in storage until they can be made operational.

Cars 0512-0513 then received the bulk of the attention because they were much closer to being operational. Car 0512 was reglazed and cleaned out of spare parts, and after some glazing of Car 0513, work was concentrated on mechanical components. The cars were semi-permanently coupled, the battery boxes were completely rebuilt and installed, a compressor gasket was replaced, and the pantograph on 0512

Narcissus, the excellent trucks donated to the Museum some years ago by the Province of Ontario, were completely scraped, primed, and painted. They will be placed under the car in 1988. We are very pleased that the primary fleet of the Portland-Lewiston road was recognized as the outstanding type of wood interurban car by noted traction author William D. Middleton. The car is one of several interurban cars in the Seashore collection described in his three volume set of books, *Traction Classics*. Mr. Middleton recently accepted a position of Public Trustee of the Society.

Our standard Boston PCC car, monitor roof "fan" car 3083 saw substantial progress. The interior was cleaned of tons of spare parts which had been stored in the car since before its acquisition. The fans were reinstalled, the still good MBTA-applied paint was extensively cleaned and partially repainted. Most stanchions were installed and spare rub-rails were stripped and painted in preparation for installation. The seat frames were scraped, de-rusted, and painted except for the double cross seats now awaiting base renewal. Seat cushions were cleaned and installed, as were a number of other missing parts. Work on the car was suspended because of the need for the volunteer to assist on another project, but the car will be completed when inside storage becomes available.

Manchester 38 sports an improved interior appearance after volunteer work on the seats and floor. Seat frames

Seen through the rigging of the Burro crane is Boston Red Line tool car 0553. A 1987 arrival, it is in the midst of an intensive volunteer effort to rebuild the roof and patch exterior sheathing. New roof ribs are clearly visible.
F. PERRY



rapid transit cars 0512-0513 and 0546-0547 were given a great deal of attention by our vigorous Rapid Transit Committee. Fortunately, the attractive blue and white paint scheme applied some years ago during the final rehabilitation of these cars still presents a good appearance. Cars 0546-0547 were reglazed with spare sash and door glass. The window sills were scraped, de-rusted, primed, and painted. The cars were semi-permanently coupled, including electrical and pneumatic connections. The pantograph was installed on Car 0546, and the

was fully reinstalled. After test operation using a "bug" cable, trolley boards, a trolley base, and pole were mounted on the roof of 0513. The control groups on both cars were cleaned, a variable load valve was replaced on 0512, a replacement line switch installed on 0513 and headlights were installed on each end of the train. The train has been operated on numerous occasions, and more work is in the offing, especially on Car 0513.

In preparation for a fundraising effort for the future restoration of Portland-Lewiston Interurban No. 14, *The*



A four car train of East Boston rapid transit cars similar to those acquired by the Museum in 1987 is shown in service entering Orient Heights Station.

W. POLLMAN

were shimmed level to correct a noticeable slant. The floor was painted, loose seats secured, and other details brought back to proper appearance. Exterior work is planned for next year.

Upon its arrival Boston Rail Crane car 2026 was found to be an excellent tow and work car. The traction motors were inspected, a fuse box replaced, one controller cleaned, and the lights made operational. Further repairs and upgrading are planned.

Pittsburgh Railways PCC Car 1440 has been kept operational. The motor-generator set was inspected, lubricated, and given new belts, and a rusted air braked fitting on the front truck replaced. Corrosion of the car underbody was also extensively surveyed by our Curator for future rebuilding. Otherwise the car is in good condition.

A number of improvements were made on Philadelphia-Camden "Bridge Car" 1023. Part of the body exterior was repainted, the main trolley lead cable to the roof was rerouted.

The interior lights were upgraded, and air lines which had been removed for the move of the car to the Museum were restored to their original location.

Boston MTA Mack bus 788 had been purchased in 1967 from the MBTA by its donor, Alan Pommer, as a complete and operational bus. Upon arrival at the Museum this year, its engine was inspected revealing two stuck valves. One was freed, but the other not. Other mechanical problems must also be repaired. The roof was cleaned of a heavy accumulation of pine pitch and painted in aluminum. A slashed seat was also fixed.

Not to be forgotten are the numerous small volunteer projects. One ambitious member helped stop air leaks in seven cars by installing O-rings in their brake valve stems. A crew of members replaced the deck of the Walter crane truck with new oak. And finally, a large rusted out area in the rear of the cab of crane 3246 was patched with new steel.

1987 ACQUISITIONS

LAKE SHORE 171

Over the years, in addition to building the largest collection of preserved streetcars in the country, the Seashore Trolley Museum has also assembled the largest and most complete national collection of interurban cars. From early New England wooden interurbans, to high speed lightweight cars of the 1930's, the Museum collected representatives of all types from many systems in the United States and Canada. But missing from the collection until this year was a representative of the Lake Shore Electric Railway, the line which many considered the finest of the interurbans. The first of the Midwest interurbans built and the line to remain intact the longest, the Lake Shore connected Cleveland and Toledo, with through running to Detroit on another company's trackage. From the famous interurban car builder Jewett, of Newark, Ohio, the Lake Shore in 1918 bought twelve 60 foot long, 42 ton passenger cars which represented the ultimate design on this storied line, and which came to symbolize to many the prototype of the large, steel Midwest interurban car.

Unfortunately, the Lake Shore Electric ran for the last time in 1938, just before this Museum was founded, so the prospect of acquiring a complete car was essentially nil. Nonetheless, Museum personnel kept watch over the several car bodies from this series

which were sold for re-use after withdrawal from service. Slowly possible acquisitions vanished until No. 171, which had served for years as a diner in Monroeville, Ohio, became available at an estate auction and was purchased by Museum members.

This car is our only example of the second generation standardized steel cars developed in the World War I era and widely used in the Ohio-Indiana interurban heartland. No passenger cars of this important general type, or from this region, are to be found in a restored condition in any museum.

Obtaining and restoring one of these cars was a long time goal of Ted Santarelli ever since he saw the line as a teenager. He kept pursuing possibilities until this final success, seeing 171 arrive at the property just a few weeks before his death. In Ted's memory, and in honor of the line after which Seashore was named, the Board of Trustees established the restoration of Lake Shore Electric 171 as the first goal to be car-

ried out with donations to the Theodore F. Santarelli de Brasch Memorial Fund. All mechanical equipment needed to re-equip the car is either on hand or readily available. The Seashore shop has the skills and equipment needed to complete the job. All that remains is to secure funding for what will be a very fitting memorial to the Museum's founder and will become the centerpiece of the nation's leading collection of interurban cars.

EAST BOSTON 0512-0513, 0546-0547

A four car train of rapid transit cars from Boston's East Boston-Revere Blue Line was acquired during the year. The cars are 0512-0513, built in 1923, and 0546-0547, built in 1924, all by Pullman, for the conversion of the streetcar subway from Bowdoin to Maverick to high platform operation.

These were the first married pair rapid transit cars built, sharing some equipment and

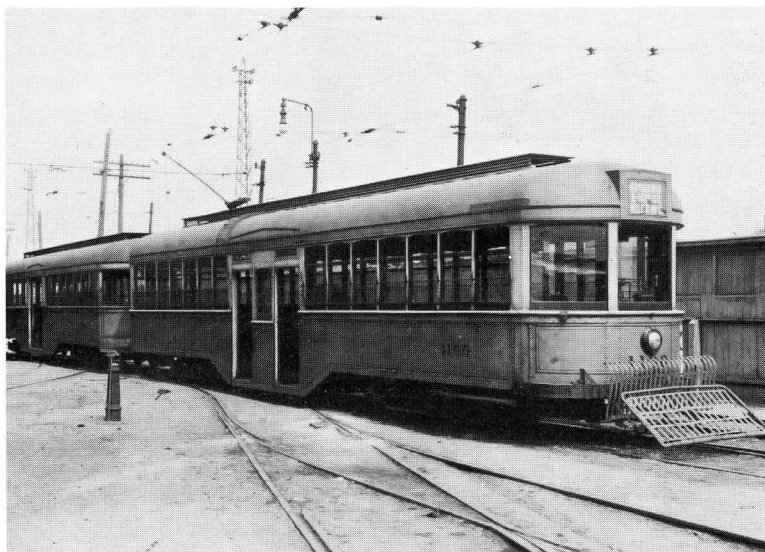
having only one operator cab per car, and are among the smallest rapid transit cars ever built in North America. Originally these cars were designed to imitate, both electrically and mechanically, the center-entrance surface cars that they replaced. In 1951, when the line they served was extended toward Revere, the cars were given a new lease on life to supplement a fleet of PCC rapid transit cars purchased for the extension. The motors were rewired to increase speed so that trains of old and new cars could maintain optimum schedules. Pantographs were added for the unusual mid-journey change from third rail to overhead current collection at Maverick. Roof headlights and other improvements were added as well.

When these cars were retired in 1979, they were the oldest rapid transit cars in service in North America. During their last rehabilitation some years ago the cars were painted in the very attractive blue and white colors of the Commonwealth of Massachusetts. Years later these cars still offer a good appearance.

CLEVELAND 2318

Acquisition of Cleveland Railway Car 2318 finally gives the Museum a streetcar trailer. Trailers, mostly of center-entrance design like No. 2318, became very popular with large street railway properties in the 1915-1925 era. They were the least expensive way to increase capacity on trunk lines and were widely purchased. Sharp

Acquisition of both a Cleveland center entrance motor and a trailer in recent years gives the museum the potential to recreate this scene.
BLAINE HAYS



ridership losses during the 1930s ended their use in most cities prior to World War II so only a handful survived for preservation.

No. 2318 was built in the Railway's shops in 1918 as part of a fleet of 76 cars to match center-entrance motor cars 1100-1300. Thus, with No. 1227 from this series already in the collection, the Museum has assembled a matching motor-trailer set nearly 35 years since any such trains have run on transit systems in North America. It is especially appropriate to represent Cleveland as this city had, by far, the largest trailer fleet in North America, numbering almost 500 cars. Ironically, No. 2318 shared the rails on Clifton Boulevard with Lake Shore Electric Railway 171, and may possibly have been hauled by motor car 1227.

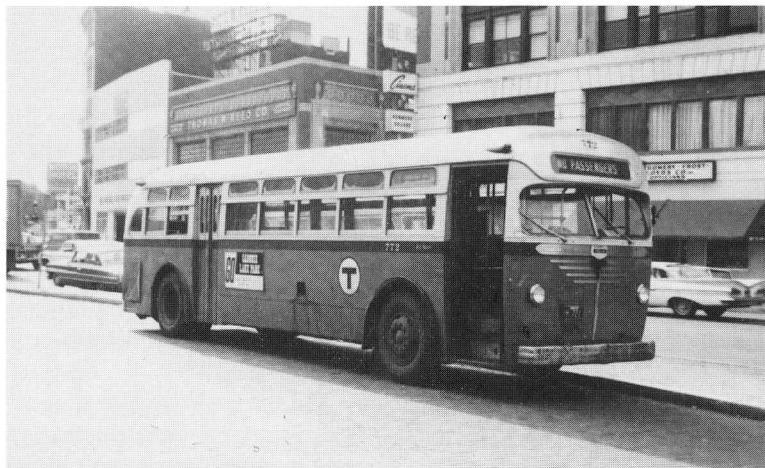
During the Depression, ridership dropped to the point that only half a dozen lines could utilize trailers, and over half the fleet was scrapped. The balance of the cars survived World War II and when the last trailers were withdrawn in 1951, they were the last city streetcar trailers in service in the United States. Car 2318 actually left the Cleveland system in 1947 as one of three trailers acquired by the neighboring Shaker Heights Rapid Transit for temporary rush hour use, and was then used to store spare parts at the system's shops. Ohio member Ronald L. Jedlicka purchased the car to keep it from being scrapped and donated the car to the Museum, as he did earlier motor car 1227.

With restoration of the mo-

tor car now scheduled to begin in 1989, the Museum can expect to have a restored motor-trailer set in the foreseeable future, one of the rarest forms of preserved transit equipment in America.

cept for a brief stint at the Dorchester garage in 1960-61.

After nearly two decades of hard service the last ten Model C Macks including No. 788 were given a well earned retirement on December 9, 1966,



Pictured at Kenmore Station in Boston is MBTA Mack 772, identical to the Museum's 788, in this June 2, 1966 view.

F. MALONEY

BOSTON 788

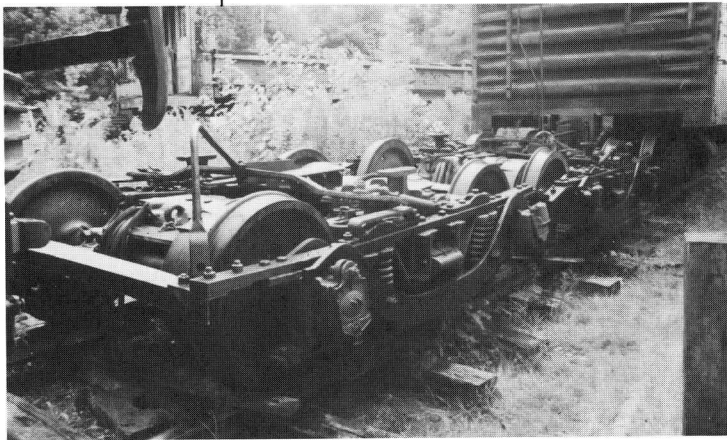
Boston MTA/MBTA gasoline bus No. 788 is a 1947 Mack Model C-41, one of the most popular design city buses to be used in the United States during the post war years, found in most major transit system fleets. A total of 7095 Model C Macks were produced between November 1945 and early 1960 when Mack left the bus field to concentrate on its lucrative heavy truck business.

No. 788 was ordered by the Boston Elevated Railway in the summer of 1947 but was delivered to the newly created Metropolitan Transit Authority successor to the "E1". It entered service at Bartlett Street garage on September 30, 1947, being initially assigned to Boston's busiest bus route - Allston/Dudley Station. No. 788 was always a Bartlett St. bus ex-

when the last remaining gas buses in Boston, including White buses like the Museum's 2824, were withdrawn from use making the fleet 100 percent diesel.

CAMBRIDGE 0553

Number 0553 from Boston's Red Line was built in 1911 by the Russell Car and Sweeper Company of Ridgeway, Pennsylvania as the wrecking tender car for crane 0551. The crane was acquired by the museum some years earlier, so with the arrival of 0553 in 1987, the set was reunited. As a tender, the car was designed to hold all of the jacks, blocking, cables, ropes, tools, and other emergency equipment needed for the crane's work in wrecking or construction service. Though unpowered, the car has its own third rail shoes to provide



LEFT: Cleaned and repainted trucks await placement under Portland-Lewiston interurban "The Narcissus" TSdeB

power for its heating and lighting systems, and to feed power to the crane, which was not equipped with current collectors. No. 0553 is of composite construction with a steel underframe.

For many years the crane/tender combination, always coupled, enjoyed covered storage at the Eliot Square yard near Harvard Square. When that yard was replaced by the new Cabot facility in South Boston, the cars were moved outside. Though car 0553 is basically sound, the years of outside storage took their toll on the roof, which deteriorated badly. An ambitious volunteer effort is underway to rebuild the roof, and return the car to service with crane 0551.

THE NARCISSUS

This year there has been even more talk about the Narcissus from visitors than last year. The interest has become infectious to the degree that several of the operating car crew members made contribu-

tions to the fund. Also, duplicates, or near duplicates (depending on gear ratios) of the original trucks obtained for the Museum by then

Maine Gov. John Reed from Canada, were checked over, cleaned and painted in preparation for the mounting of the body.

On the body itself, a number of exploratory inspections were made by interested individuals mentally cataloguing needs and projects toward reincarnation.

It had been hoped to achieve the retrucking this year, but a number of emergency and near emergency projects intervened. Then, on November 1, 18 years and one day after its Halloween trip from Sabattus, Maine to Seashore, the Portland-Lewiston interurban and the Narcissus were featured in a near full page color article in the *Lewiston Sun-Day*. Unfortunately, the Museum, once again, was unable to take advantage of this surprise favorable publicity in a timely manner, as most available personnel were tied up with the gigantic Forest Hills materiel acquisition project in Boston.

It is intended to have a suitable retrucking ceremony, with sufficient publicity, for all of those interested, as early in 1988 as weather and ground

conditions permit. This will be achieved by a write in request for free tickets to the event. At that time it is also hoped to have a specific breakdown of individual body, electrical, and mechanical projects and their costs available for any individual or group sponsors sufficiently interested.

TRACK DEPARTMENT REPORT

Accepted by the Trustees in the spring of 1986 was a donation of track by the McCourt Co. of Boston. In 1987 the removal of something in excess of 2700 feet of buried and almost buried 85 pound railroad track with numerous switches continued in the former New England Shipbuilding Yard of World War II in South Portland. With some 1170 track feet lifted in 1986, and an additional 810 feet this year, there still remain five switches and well over 700 track feet to be lifted and moved.

In addition, the Greater Portland Public Development Commission, owners of the remaining track in the yard have also donated it to the Museum. Amounting to over three-fourths of a mile, with three switches, a substantial portion of this is sufficiently heavy (100 pounds per yard) to be used in extending the Museum main line. It must be removed by November, 1988, so volunteers will be sought. Though such work is arduous, it makes future track expansion possible.

NORTH TERMINAL REPORT

In 1987 the North Terminal Committee continued its efforts to prepare the right of way and roadbed for the Museum's eventual four mile line to Route 1 in Biddeford. This year the fund spent approximately \$4,000 for bulldozing and earthmoving, plus an additional \$800 to move Forest Hills elevated parts to be used in its projects.

Grading consisted of establishing the roadbed for the third leg of the wye track layout at the Terminal, which will ultimately be used for turning single end cars, and which may be extended to become the future connection with the Boston & Maine. This involved bulldozing the curved leg, removal of most stumps and spoil, and refilling to grade with sand and gravel obtained from the pit on Seashore land near the Proctor Road crossing. Further finish work will be done in the spring of 1988.



Seashore's first PCC car was Pittsburgh 1440, acquired two decades ago. Re-gauged to operate on standard gauge track, and restored inside and out, the car is shown here in front of the Visitors Center.
F. MALONEY

Additionally, members of the project team cleared brush on the right of way as far as Richardson Creek, near the beginning of the curve which will connect with the Atlantic Shore right of way. Significant fill and grading was done from Proctor Road back toward the North Terminal as well.

The Committee obtained a bridge span section from the Forest Hills elevated demolition project to be used to bridge the washout at Richardson Creek. In 1988, the group may be able to construct bridge abutments to fit this span.

When the bridge is in place, the total route from Route 1 in Biddeford to the current end of the Museum's main line track will be walkable for the first time. From then on, the goal will be to improve maintenance of the right of way until the Museum is able to build track on it. More funds still need to be raised to construct the bridge abutments and to move fill to create the approaches.

An opportunity which arose late in 1987 may impact development plans in 1988, resulting from an approach made to Seashore by two area firms. The Dead River Oil Co., an oil and gas distributor and land developer, has begun negotiations which may result in our selling an unneeded part of the old North Terminal, and assisting in negotiations leading to a rail connection for Dead River and Seashore. The other firm, a developer, has plans for most of the area along Route 1, North of our North Terminal. This project is far less specific at this time, but the probable benefit to Seashore could be assistance in extending our main line ride to Biddeford.

All of this development in-



Claremont, N.H. line car No. 4, still in MBTA yellow from its lease to that agency, is used to center the overhead at the end of the Museum's main line.
TSdeB

terest is prompted by the redevelopment of Maine Turnpike Biddeford Exit, which will result in a new direct connection with Route 1, about 1800 feet north of our frontage. Construction of this connection is now underway.

SIGNAL DEPARTMENT REPORT

The year 1987 saw relatively undramatic gains in the Museum's signal system, but the work accomplished represents a significant step toward realization of future plans.

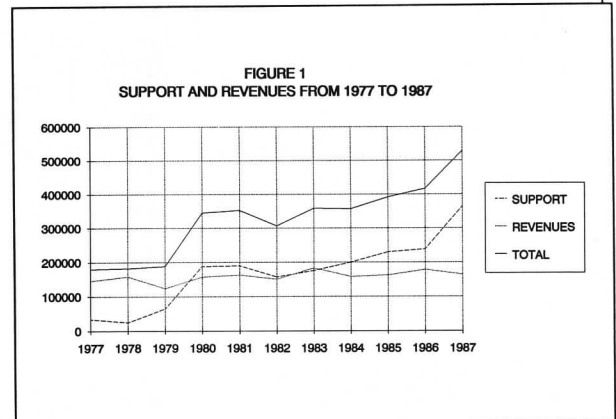
After signal lines came down during a storm in early winter, it was decided to postpone reactivation of the signals until new underground cable could be installed. On Memorial Day weekend, two contractors and a large group of volunteers began the task of digging the required trenches for the

cable and conduit. Although the first day was nice, a persistent rain soaked the ground to the point where the project had to be set aside until later in the summer. During Labor Day weekend, the crew returned, and finished the burial. Also installed were two large relay cases, to house for relays and other equipment needed later.

The installation of this cable represents a significant amount of work, compared to wiring of cases and restoration of signals. We look forward to completing our goal of installing permanent signalling from Arundel station to Meserves Crossing, including grade crossing protection in 1988. All volunteer effort will be greatly appreciated.



The museum's Fire Prevention Officer unloads a new supply of 55 gallon drums. Strategically placed around the property and kept full of water, these barrels provide an important first line of defense against small outbreaks of fire.
TSdeB



REPORT OF THE FIRE PREVENTION OFFICER

During the last few months of 1987, work began on proper placement and signing of fire extinguishers around the Museum structures. The buildings were inspected to determine fire code requirements and 55 gallon drums were collected to store water near buildings to supply water for small fires. Class A water pressurized extinguishers were stored in the bunkhouse to prevent them from freezing.

Many plans were drawn up for future projects at the Museum. This includes a sprinkler system to protect the buildings and a fire alarm system to supervise pull stations, augmented by heat and smoke detectors and equipment to transmit the signal to the local fire departments.

These projects will take some time and must be planned carefully to establish a good working protection system to protect our priceless exhibits. Relevant ideas addressed to the Fire Prevention Officer, care of the Museum, are welcomed.

REPORT OF THE CHIEF FINANCIAL OFFICER

The audited financial statements for Fiscal Year 1987 as submitted by the museum's independent auditors, Arthur Young and Company, are presented on pages 24 through 28. As far as financial activity is concerned, 1987 was a typical year, with support exhibiting growth and revenues remaining fairly steady in spite of a continuing decline in museum attendance. Referring to Figure 1, which is a graphical representation of support and revenues from 1977 to 1987, total income has increased by \$349,097, from \$179,559 in 1977 to \$528,656 in 1987. This represents an average annual growth rate of 10.5 percent over ten years.

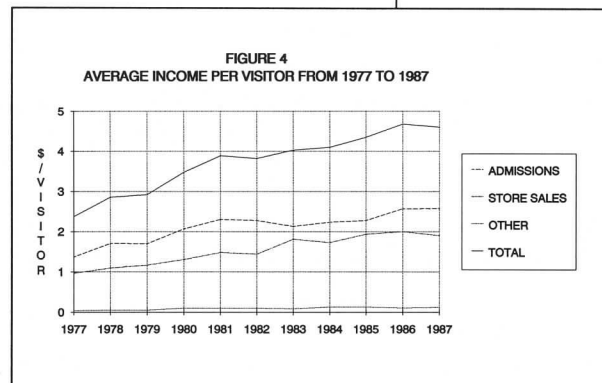
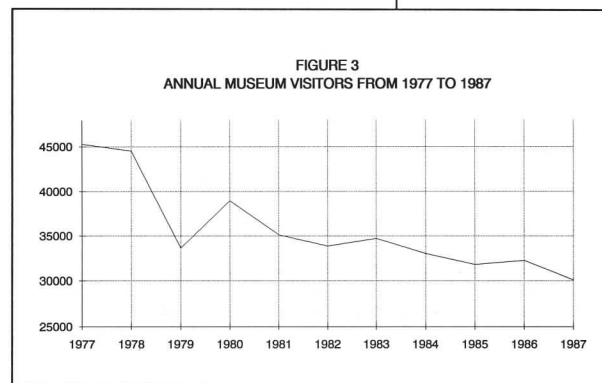
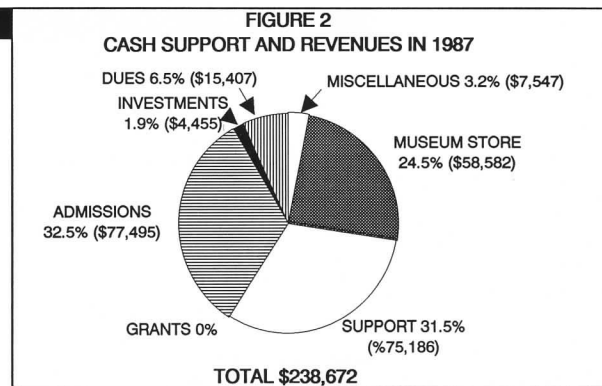
Support, identified as cash contributions, contributions-in-kind, and the value of services contributed by museum volunteers, has grown from \$34,345 in 1977 to \$365,169 in 1987, an increase of \$330,824. Over the past six years, 1981 to 1987, the annual growth rate has been about 11.6 percent.

Cash contributions, though, have shown little growth on the average, from a low of \$67,065 in 1981 to a high of \$94,630 in 1984 to \$75,186 in 1987. The value of contributed services has declined slightly, from \$88,986 in 1981 to \$64,543 in 1987. It reached a low of \$58,277 in 1982 and a high of \$104,736 in 1985. Much of this fluctuation is due to a reluctance of many volunteers to report formally their hours of

volunteer labor. Grant support has been somewhat sporadic -- \$4,938 in 1984, \$26,409 in 1985, \$27,193 in 1986 and none in 1987. The significant growth in support over the years has been in contributions-in-kind, or, as more commonly known, value contributions. They were \$9,251 in 1981, \$37,989 in 1984 and \$225,440 in 1987.

Revenues, which encompass membership dues, admissions, auxiliary operation revenues (store sales), interest, appreciation of investments, and other miscellaneous items, have remained essentially steady, growing only an average of 1.8 percent a year, from \$145,214 in 1977 to \$163,487 in 1987, with some perturbations in intermediate years. The low was \$123,533 in 1979 and the high \$183,045 in 1983.

Total support and revenues were \$528,655 in 1987, constituting \$238,672 in cash receipts and \$289,983 in non-cash receipts. Non-cash receipts comprised \$64,543 for the value of contributed services and \$225,440 in contributions-in-kind. The latter included \$3,253 in contributed stock investments, \$188,767 in spare parts for the vehicle collection, \$21,420 in miscellaneous materials and supplies, and \$12,000 in flat-bed trailers. The breakdown of the \$238,672 in cash receipts is depicted in the pie-chart of Figure 2. Admissions accounted for 32.5 percent (\$77,495) of cash income, cash donations for 31.5 percent (\$75,186), museum store sales (revenue from auxiliary operations) for 24.5 (\$58,582), dues for 6.5 percent (\$15,407), and investment income and miscel-



laneous income combined for 5.0 percent (\$12,002).

Museum attendance continued its slow but steady decline in 1987 despite an optimistic upturn in 1986. In total 30,084 people visited the museum in 1987, versus 32,258 in 1986 and 31,781 in 1985. Referring to Figure 3, attendance has dropped by 15,216, or 33 percent, since 1977. The decline over the past six years has been essentially steady at an average annual rate of 2.3 percent.

Accompanying the decline in museum visitors is admissions revenue. It dropped by

New England Electric Railway Historical Society, Inc.
Balance Sheet

Years ending December 31, 1987 and 1986

Assets	December 31, 1987				1986
	Current Unrestricted	Current Restricted	Plant	Total	
Current Assets					
Cash and equivalents	\$4,459	\$26,892	\$ -	\$31,351	\$68,956
Short term investments (Note 2)	51,245	24,572	-	75,817	69,937
Accounts receivable	358	-	-	358	2,830
Interfund account	-	26,220	-	26,220	1,943
Inventories	34,361	-	-	34,361	30,390
Prepaid expenses	2,312	-	-	2,312	526
Total current assets	92,735	77,684	-	170,419	174,582
Fixed assets - net (Note 3)	-	-	606,371	606,371	568,286
Total Assets	\$92,735	\$77,684	\$606,371	\$776,790	\$742,868
Liabilities and fund balances					
Current liabilities					
Current portion of long term debt	\$ -	\$ -	\$13,435	\$13,435	\$11,923
Accounts payable and expenses	15,579	2,402	-	17,981	19,556
Interfund account	26,220	-	-	26,220	1,943
Deferred income	1,870	-	-	1,870	5,755
Total current liabilities	43,669	2,402	13,435	59,506	39,177
Long-term debt (Note 4)	-	-	24,291	24,291	37,809
Total liabilities	43,669	2,402	37,726	83,797	76,986
Fund balances					
Plant fund	-	-	568,645	568,645	518,554
Restricted	-	75,282	-	75,282	75,122
Unrestricted					
Designated by Trustees (Note 5)	18,332	-	-	18,332	20,168
Undesignated, available for general activities	30,734	-	-	30,734	52,038
Total fund balances	49,066	75,282	568,645	692,993	665,882
Total liabilities and fund balances	\$92,735	\$77,684	\$606,371	\$776,790	\$742,868

See accompanying notes to financial statements.

10.2 percent between 1981 and 1985, from \$83,758 to \$72,527. In 1986 the trend was reversed by a modest increase in attendance and a 25 cent increase in admission rate and resulted in a 14 percent increase to \$82,937. In 1987 however, the gradual downward trend resumed. It dropped by 6.6 percent to \$77,495, mainly due to the decline in attendance.

Revenue from Auxiliary Operations, comprising Museum Store on-premise and

mail order sales, has fluctuated over the past six years, but on average has remained essentially steady. In 1981, these revenues totaled \$58,657 but dropped to a low of \$53,428 in 1982, rose to a high of \$67,006 in 1983, dropped again in 1984 and 1985, and rebounded in 1986. In 1987 they were \$58,582 which is essentially the same as the 1981 level.

Total income from the public, which includes admissions, on-premise store sales, farebox

contributions, and other income, has seen little growth on the average. It was \$138,188 in 1987, which is down from the 1986 level of \$150,839. Prior years yielded \$139,058 in 1985, \$136,182 in 1984, \$139,851 in 1983, \$129,055 in 1982 and \$136,707 in 1981.

The average, or per-capita, income received per museum visitor has been steadily increasing as shown in Figure 4. In 1977, museum visitors spent \$2.37 on the average, repre-

New England Electric Railway Historical Society, Inc.
Statement of Support, Revenue and Expenses and Changes in Fund Balances
Years ending December 31, 1987 and 1986

Support and revenue	December 31, 1987			Total	1986
	Current Unrestricted	Current Restricted	Plant		
Contributions and bequests	\$6,061	\$69,124	\$-	\$75,185	\$69,496
Contributions-in-kind (Note 1)	206,707	6,734	12,000	225,441	77,344
Contributed services	62,159	-	2,384	64,543	64,561
Grants	-	-	-	-	27,193
Membership dues	15,407	-	-	15,407	14,942
Admissions	77,495	-	-	77,495	82,937
Investment income	5,544	264	-	5,808	5,774
Realized gain on investments	-	1,818	-	1,818	-
Unrealized gain (loss) on invest.	(2,010)	(1,161)	-	(3,171)	(1,866)
Miscellaneous	7,547	-	-	7,547	9,777
Revenue from auxiliary operation	58,582	-	-	58,582	66,152
Total support and revenue	437,492	76,779	14,384	528,655	416,310
Expenses					
Program expenses					
Curatorial & exhibits (Note 1)	312,261	38,736	10,394	361,391	179,895
Support expenses					
Membership	10,855	36	1,056	11,947	11,381
General and administrative	73,785	523	4,294	78,602	87,144
Fund raising	4,114	854	-	4,968	4,028
Total support expenses	88,754	1,413	5,350	95,517	102,553
Auxiliary operation	35,523	3,908	5,205	44,636	58,154
Total expenses	436,538	44,057	20,949	501,544	340,602
Excess (deficit) of support over expenses	954	32,722	(6,565)	27,111	75,708
Fund balances, beginning of year	72,206	75,122	518,554	665,882	590,174
Expenditures for					
Property and equipment	(25,079)	(19,751)	44,650	-	-
Debt retirement	-	(12,006)	12,006	-	-
Other	985	(985)	-	-	-
Fund balances, end of year	\$49,066	\$75,282	\$568,645	\$692,993	\$665,882

See accompanying notes to financial statements.

senting \$1.37 in admissions, \$0.97 in on-premise museum store sales and \$0.03 in farebox contributions. In 1987, ten years later, the average has increased to \$4.59 per visitor, constituting \$2.58 in admissions, \$1.90 in store sales, and \$0.12 in farebox donations. This represents an average annual growth rate of 6.4 percent over those years. The average

admission and farebox donation in 1986 were \$2.57 and \$0.11 respectively, so there has been little change compared with last year, but the average store sale has declined by 5 percent, from \$2.00 in 1986.

Total functional expenses, representing cash expenses and contributed materials and services used for operation of the museum, and depreciation of

plant and assets, totaled \$501,544 in 1987 compared with \$340,602 in 1986. These are further detailed in the statement of functional expenses presented as part of the audited financial statements.

In 1987, \$12,006 was expended for principal payments for retirement of the Visitors Center mortgage and \$5,211 was paid in interest for a total

New England Electric Railway Historical Society, Inc.
Statement of Changes in Financial Position - Total Funds
 Years ending December 31, 1987 and 1986

	1987	1986
Sources of working capital		
Excess of support and revenue over expenses	\$27,111	\$75,708
Add items not affecting working capital in the period:		
Depreciation	20,949	18,228
Contribution of fixed assets	(14,384)	(6,950)
	33,676	86,986
Uses of working capital		
Long-term debt	13,518	11,602
Acquisition of fixed assets	44,650	33,583
	58,168	45,185
Increase (decrease) in working capital	\$(24,492)	\$41,801
Changes in components of working capital		
Increase (decrease) in current assets		
Cash and equivalents	\$(37,605)	\$29,313
Short-term investments	5,880	4,352
Accounts receivable	(2,472)	2,830
Grant receivable	-	(13,597)
Interfund account	24,277	(30,967)
Inventories	3,971	3,015
Prepaid expense	1,786	(421)
	\$(4,163)	\$(5,475)
Increase (decrease) in current liabilities		
Current portion of long-term debt	1,512	1,291
Accounts payable and accrued expenses	(1,575)	5,598
Interfund account	24,277	(30,967)
Deferred income	(3,885)	(23,198)
	20,329	(47,276)
Increase (decrease) in working capital	\$(24,492)	\$41,801

See accompanying notes to financial statements.

of \$17,216, of which 93 percent was raised through contributions.

In addition, \$44,650 was expended in 1987 for the purchase of capital equipment and for capital improvements. These included \$10,847 for continuing construction of the Visitors Center, \$8,563 for completing the carshop concrete floor, \$1,660 for radio sets and other equipment, \$3,978 for construction work at the

North Terminal, \$5,981 for car barn construction, \$4,282 in land improvements, \$2,873 for materials for extension of the main line, and \$6,465 for the acquisition of elevated station canopies from Boston.

The Unrestricted Fund balance was \$49,066 at year end 1987, including \$18,332 in funds designated for special purposes by the Board of Trustees and \$30,734 in undesignated funds.

New England Electric Railway Historical Society, Inc.
Notes to Financial Statements
 December 31, 1987 and 1986

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

New England Electric Railway Historical Society, Inc.
Statement of Functional Expenses
Years ending December 31, 1987 and 1986

	1987						1986 Total Expenses	
	Program Curatorial & Exhibits	Member- ship	Support Expenses G&A	Fund Raising	Total	Auxiliary Operation		
Salaries	\$35,899	\$ -	\$12,104	\$ -	\$12,104	\$4,210	\$52,213	\$42,230
Employee Benefits	2,168	-	786	-	786	-	2,954	1,809
Payroll Taxes	3,350	-	1,122	-	1,122	393	4,865	4,024
Total salaries and related	41,417	-	14,012	-	14,012	4,603	60,032	48,063
Contributed services	42,764	1,758	13,449	3,665	18,872	522	62,158	58,037
Professional fees	-	-	10,159	-	10,159	-	10,159	16,208
Utilities	13,774	1,086	3,887	-	4,973	974	19,721	18,331
Postage and shipping	53	1,881	752	241	2,874	466	3,393	4,540
Printing and publications	537	2,242	-	-	2,242	-	2,779	4,462
Restoration and maintenance	218,578	-	13,238	-	13,238	-	231,816	85,097
Taxes and fees	-	-	341	-	341	224	565	801
Insurance	8,193	-	1,992	-	1,992	637	10,822	10,048
Advertising and public relations	-	-	12,080	-	12,080	-	12,080	11,578
Travel	-	-	770	-	770	-	770	3,066
Membership fees	-	-	1,439	-	1,439	-	1,439	1,034
Equipment rental	15,787	-	935	-	935	-	16,722	4,382
Supplies	8,591	1,342	1,254	1,062	3,658	533	12,782	6,695
Interest	1,303	-	-	-	-	3,908	5,211	6,904
Miscellaneous	-	2,582	-	-	2,582	-	2,582	1,810
Cost of goods sold	-	-	-	-	-	27,564	27,564	41,318
Total before depreciation	350,997	10,891	74,308	4,968	90,167	39,431	480,595	322,374
Depreciation	10,394	1,056	4,294	-	5,350	5,205	20,949	18,228
Total expenses	\$361,391	\$11,947	\$78,602	\$4,968	\$95,517	\$44,636	\$501,544	\$340,602

been spent had the volunteers not been available. The value of the contributed services was \$64,583 and \$58,037 in 1987 and 1986 respectively. Of such amount, \$2,348 (\$0 in 1986) was capitalized and the remainder 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 re-

corded as contributions-in-kind. Such category included \$12,000 (\$0 in 1986) which was capitalized and the remainder charged to functional expenses, including approximately \$189,000 (\$59,000 in 1986) 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, 1987:

	Unrest- ricted	Rest- ricted
Cash equiv.	\$ 41,791	\$ 17,677
Common stocks	<u>9,454</u>	<u>6,895</u>
	\$ 51,245	\$ 24,572

3. Fixed assets

Fixed assets at December 31, 1987 were as shown in the below table:

	Cost	Accumulated Depreciation	Net
Land	\$ 47,970	\$ -	\$ 47,970
Land Improvements	39,900	18,292	21,608
Building	403,314	96,386	306,928
and improvements			
Track and wire	162,351	50,872	111,479
Machinery	120,986	93,834	27,152
and equipment			
Construction-	<u>91,234</u>	-	<u>91,234</u>
in-progress			
	\$ 865,755	\$ 259,384	\$ 606,371

4. Long term debt

Long-term debt consisted of the following at December 31, 1987:

Mortgage loan payable to the Ocean National Bank;

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, 1987 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 auditing standards and, accordingly, included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the statements mentioned above present fairly the financial position of New England Electric Railway Historical Society, Inc. at December 31, 1987 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 basic financial statements taken as a whole. The accompanying additional information, shown in the schedule 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 19, 1988

secured by land and a building with interest at 12%, payable in monthly principal and interest installments of \$1,435 through June 1990

\$ 37,726

Less current portion 13,435

\$24,291

Current maturities of long-term debt are as follows at December 31, 1987:

1988	\$13,435
1989	15,139
1990	9,152

5. Designation of unrestricted funds

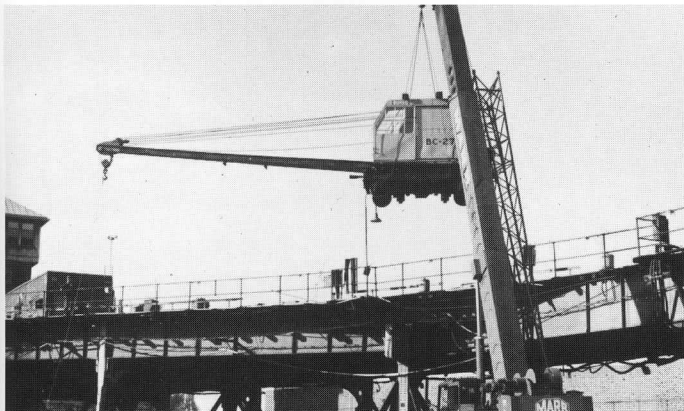
At December 31, 1987, unrestricted funds had been designated by the Board of Trustees for the following purposes:

Restoration of vehicle collection	\$6,553
Museum development	67
Purchase and development of exhibits and displays	4,880
Endowment fund	<u>6,832</u>
	\$18,332

FOREST HILLS PROJECT - 1987



A view from the Tower reveals three double-slip switches. The new Forest Hills Station is visible in the background. TSdeB



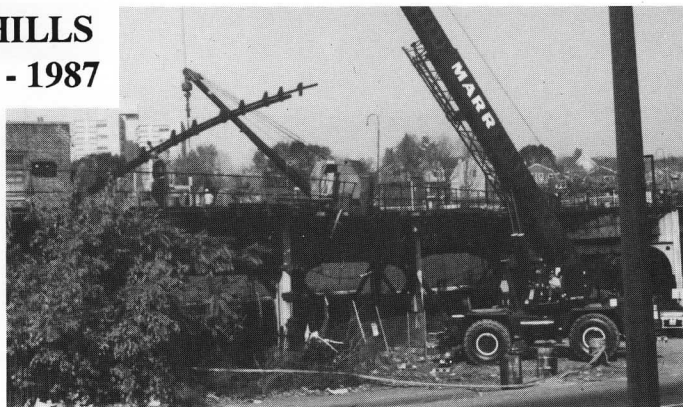
Seashore's Burro crane is lifted onto the structure by a larger crane belonging to the J.F. White Contracting Co. F. PERRY



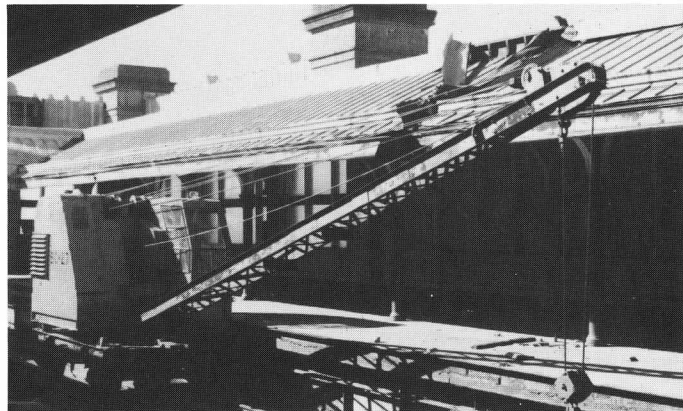
White's crews painstakingly unbolted all components, which otherwise would have been demolished quickly. TSdeB



Their crews manned the Burro, which was used to move parts within reach of the larger crane below. TSdeB



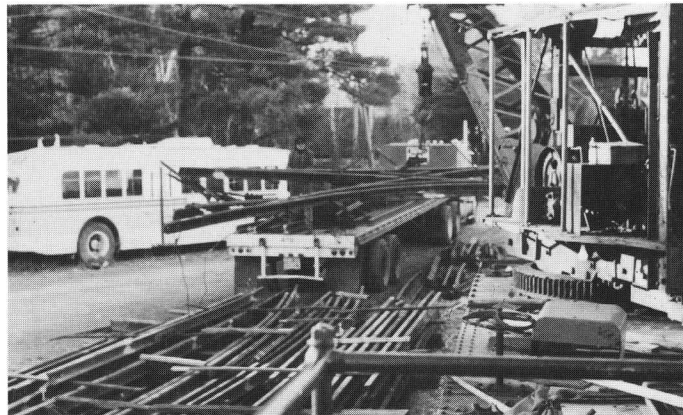
The crane on the ground swung components to trailers waiting below (to extreme right). TSdeB



Copper sheathing on the station roof canopies was rolled back to allow removal in sections. TSdeB



Once the track was gone, giant hydraulic shears made short work of the structure. TSdeB



As trailer after trailer arrived in Maine, the material was hastily unloaded and stacked, pending later storage. TSdeB



Lake Shore Electric 171 leaving Monroeville, Ohio, where it served as a restaurant for half a century (F. PERRY), contrasted with sister car 178 running in Cleveland in 1936 (G. VOTAVA). Restoration of No. 171 to this appearance in memory of Ted Santarelli is a priority in the Museum's planning.