

1939 - 1989
50 Years of Historic Preservation



1988 ANNUAL REPORT



NEW ENGLAND ELECTRIC RAILWAY
HISTORICAL SOCIETY, INC.

OWNER AND OPERATOR OF THE SEASHORE TROLLEY MUSEUM
Kennebunkport, Maine
The Museum of Mass Transit

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

Founded in 1939 by Theodore F. Santarelli de Brasch

CORPORATE AND ADMINISTRATIVE OFFICERS

as of December 31, 1988

BOARD OF TRUSTEES

MEMBER TRUSTEES

Henry B. Brainerd
George Burdick
Michael J. Carroll
Daniel R. Cohen
C. Murray Cott
Thomas J. Ford, Jr.
Robert F. Hughes
William A. O'Brien
Gerard P. O'Regan
Frederick J. Perry
George M. Sanborn
James D. Schantz
Burton B. Shaw
Jeffrey N. Sisson
Roger E. Somers

PUBLIC TRUSTEES

Douglas P. Adams
Bradley H. Clarke
Ralph L. Day
Ronald E. DeGraw
Ronald Drouin
James Michaud
William D. Middleton
Dwight B. Minnich
Herbert A. Pence
John G. Smith

SENIOR TRUSTEES

Richard Berenson
Clayton D. Sargent

OFFICERS

Chairman of the Board James D. Schantz
Vice Chairman of the Board C. Murray Cott
President Henry B. Brainerd
Executive Vice President Arthur G. Duncan
Vice President — Marketing Janet Krippendorf
Treasurer & Comptroller Jeffrey N. Sisson
General Manager Frederick J. Perry
Secretary & Assistant Treasurer Cecilia B. Clapp
General Counsel & Clerk of Corporation Wayne T. Adams
Membership Secretary Henry Dickinson, Jr.

HONORARY OFFICERS

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

ADMINISTRATIVE OFFICERS

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

CORPORATE AFFILIATIONS

American Association for State and Local History
American Association of Museums
American Bus Association
Association of Railway Museums, Inc.
Kennebunk-Kennebunkport Chamber of Commerce
Maine League of Historical Societies & Museums
Museum Store Association
State of Maine Publicity Bureau
Historic Preservation Commission
Tourist Railway Association, Inc.

FRONT COVER: After over three decades at the museum, Baltimore Peter Witt Car 6144 operated over the museum's line for the first time in 1988. A long term project to regauge its trucks from Baltimore's 8 inch wider than standard rail spacing was completed when its motors were rebuilt by Boston's MBTA as part of an equipment lease. The car is shown about to cross the newly installed double-slip switch which has facilitated operation of cars for the visiting public between the main line and the Highwood Exhibit Barn. JDS

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.

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

CHAIRMAN'S REPORT

As the first year after the passing of founder and President Ted Santarelli and the final year of the Museum's first half century, 1988 was a year of significant developments and unexpected challenges. Of special note is the fact that the recent downward trend in attendance was arrested, in what all hope will be the beginning of an upward trend. At the same time, income from the public recorded a sharp increase. Of great importance was the receipt of several major grants and gifts from outside institutions or corporations, the highest level of such support in the Museum's history. These grants along with the continued generous support from the Museum membership serve as a most appropriate launch of the Society's 50th Anniversary capital drive. A number of exhibit acquisitions also furthered the museum's long standing goal of attaining the definitive national collection of urban and interurban electric vehicles.

The grant receipts in 1988 were most noteworthy. The Casey O'Neil Foundation of St. Paul Minnesota gave Seashore a three year grant totaling \$95,000 for construction of a new, atmospherically controlled shop building. This new structure will allow the Museum to work on its cars in a safe and controlled temperature and humidity environment and reduce, if not eliminate, the vexing problem that the Museum's near-oceanside loca-

tion allows only about four months a year when paint and varnish dry well naturally. This is the largest single grant that Seashore has received, and we are most grateful to Casey O'Neil and his Foundation accordingly.

Harry Figge, founder and Chief Executive of the large conglomerate, Figge International of Richmond, Virginia, was a Harvard Business School classmate of Seashore's late President, Ted Santarelli. On learning of Ted's death, Mr. Figge pledged \$15,000 towards the reconstruction of Seashore's Lake Shore Electric car No. 171. As No. 171 was Ted's special interurban favorite, Mr. Figge's gift fills a very thoughtful dimension in Ted's memory. Seashore's membership shared in honoring Ted with contributions and pledges of an additional \$25,000 to this project, bringing the total available to \$40,000. Ted would be most grateful for all of these gifts in his memory.

In the early 1950's when the Cedar Rapids and Iowa City Railroad (the *Crandic*) ceased

passenger operations, a number of its high-speed, lightweight passenger cars were preserved by individuals and railway museums. All of the museum-preserved cars have been converted back to the livery of their previous owners, the Indiana Railroad or the Cincinnati and Lake Erie. When Seashore acquired its Crandic car, the Museum's representatives promised Sutherland Dows, then Chairman of the Crandic and its parent power company, that Seashore would maintain its Crandic car in Crandic colors.

That promise has been most thoughtfully rewarded by a grant from the Sutherland Dows Foundation of Cedar Rapids, Iowa, in 1988, of not less than \$30,000 and possibly up to \$50,000, to refurbish the car and to endow it permanently in Mr. Dows' memory. Thus Crandic No. 118 became Seashore's first fully endowed car, a success which is inspiring similar fund raising efforts for other cars.

The McGraw-Hill Corporation of New York City, the

An important part of the Museum's attendance is tour bus groups. What better way to accomodate them than on the freshly restored Golden Chariot No. 2 from Montreal Tramways. JDS



publishing giant, was literally founded around the periodical *Street Railway Journal*, later the *Electric Railway Journal*. These publications were the most influential and widely read trade magazines serving the industry Seashore preserves. In 1988 the Museum learned that McGraw-Hill's official archival copies of these and several other related titles were being disposed of by the company. The persistent and skilled negotiations of Seashore's representative were successful, and McGraw-Hill awarded Seashore this truly unique gift of 274 bound volumes. Seashore was selected over several other organizations to receive the collection. They will be the jewel of Seashore's proposed new library building and collection. They may have a to-be-appraised value approaching \$100,000. Profound thanks go



Northampton Station on Boston's Main Line Elevated as it appeared early in the century. The Museum has been awarded the station headhouse for preservation.

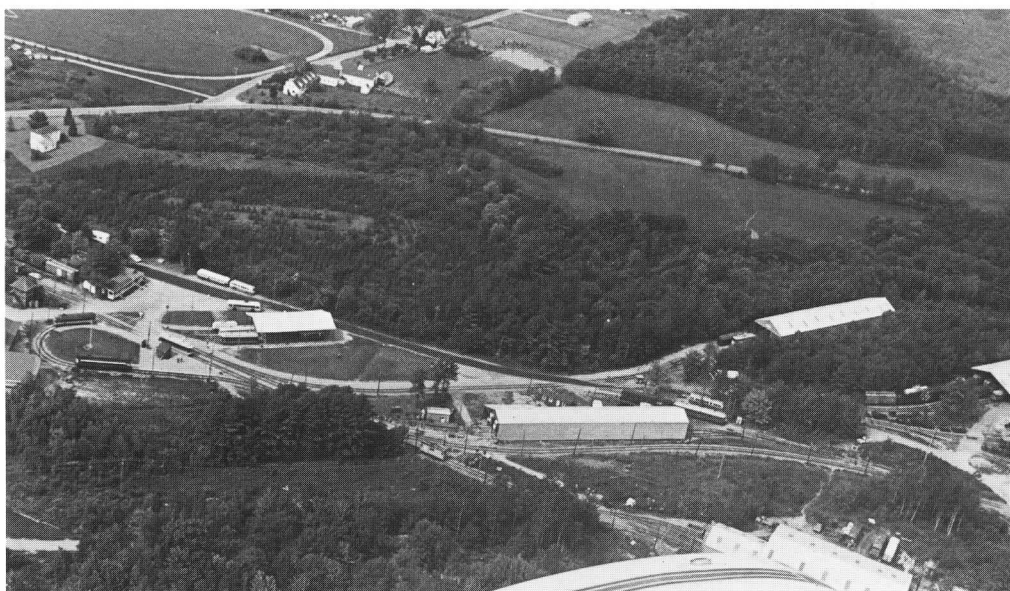
B. CLARKE COLLECTION

to McGraw-Hill!

This abundant outside support was a very welcome complement to the generous donations of Seashore's membership. Once again in 1988,

membership donations covered most of the payments to the Visitors Center mortgage. The summer of 1990 will see this debt retired, thanks overwhelmingly to the loyal support of the membership. The above significant gifts toward car restoration also supplement the efforts of members, who in recent years have funded several other restoration projects to similar levels. Their support enabled the Museum to retain a full-time shop crew year round, and continued internal and external support make this program virtually certain to continue indefinitely. The Museum extends its deepest thanks to all who have given so generously.

The McGraw Hill collection was not the only case in 1988 in which the Museum was selected from a group of bidders to receive a unique exhibit of historic importance. In a three-way competition the Museum was chosen by the MBTA in



This aerial view shows the land purchased in 1988. Log Cabin Road cuts across the top of the view. The house and garage are at the extreme left. The land is bounded by Log Cabin road, by the Seashore service road, by Highwood barn at the right center, and by Richardson's Creek. The Visitors Center, loop, and entrance road are at the left center edge of the photo.

C. WOOLNOUGH

Boston to receive Northampton Station from the Orange Line elevated. The station, a copper-clad, rectangular building which sat between the tracks in Boston's South End is the last survivor of ten such stations on Boston's pioneering elevated line. Designed by the noted architect Alexander Wadsworth Longellow, Jr., nephew of the famed writer, the station's handsome design and elegant detail serve as a testimonial to the optimism which accompanied construction of the initial elevated lines.

After abandonment of the elevated in early 1987, the MBTA, aided by local historical groups, solicited bids for reuse of the station. Other groups proposed conversion of the station into a children's theater or a reception center in a park. Seashore proposed reuse of the station as a terminal to serve its fleet of high platform rapid transit and interurban cars. After a multiple step selection process, the Museum's bid was accepted, and transport of the station to Maine planned for summer of 1989. Donations are being solicited to help re-erect and outfit the station to serve passengers and house displays covering the evolution of rapid transit.

On other fronts, challenges to the organization, presenting both threats and opportunities, came from three different angles in the realm of real estate. The increased interest in Southern Maine as both a tourist destination and a region for residential and commercial development proved the foresight of museum leadership in as-

sembling large real estate holdings in the 1950's and 1960's. Acquiring a four mile right of way, frontage on both U.S. Route 1 and the main northern exit from Kennebunkport, plus major holdings spanning three towns would be unthinkable today. Nonetheless, encroaching development and escalating values continue to be critical issues.

First, as reported a year ago, the City of Biddeford in 1987 took by eminent domain a 39 acre parcel owned by the Museum, but away from the planned right-of-way, for use in expanding their municipal airport. The proposed compensation, \$17,200, seemed paltry by current standards. The Museum contested the valuation, and though unable to secure a supportable higher appraisal, was able to negotiate an agreement calling for return of the land to the museum if the airport plans were rejected by the voters in a November referendum. The referendum failed, and the land was deeded back to the museum by the City in 1989. Growing industrial development in the airport area should lead to a higher valuation for this parcel in the future.

Of much greater criticality, a 17 acre parcel bordering the

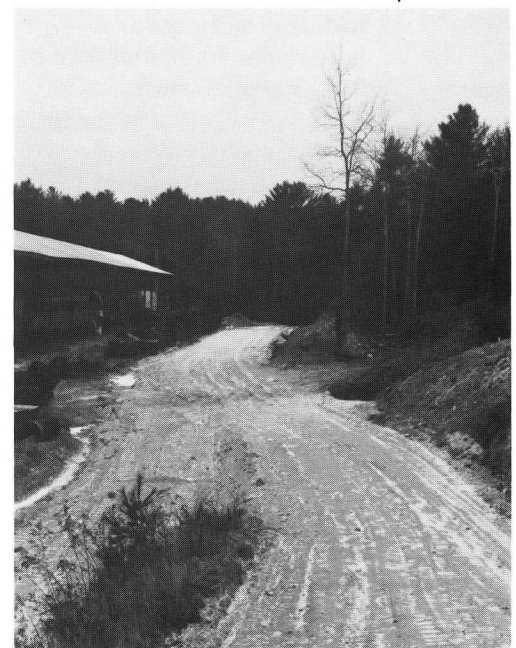
RIGHT: A new right-of-way graded in 1988 to the right of Fairview for a track which will provide access to storage areas and to serve as a lead to the new carbarn. JDS



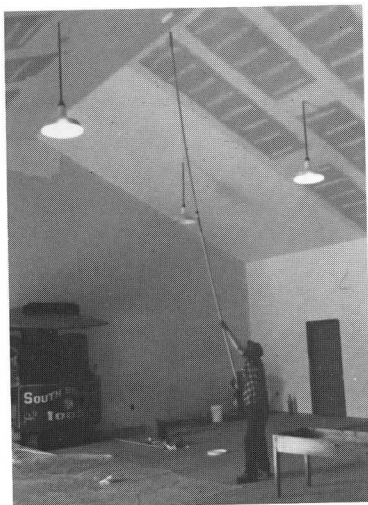
main Museum site to the west went on the market in November. The Museum was greatly surprised by this move as the land was held by a long time associate of the museum who many thought would ultimately donate it to the Society. Nonetheless, the Trustees immediately assessed the situation and, with strong membership concurrence, concluded that purchase of the parcel to secure borders and expansion options was essential. In stark contrast

Rough clearing of the next carbarn site underway in late 1988, just beyond Fairview barn. The main line is at the right edge of this view.

JDS



A long reach is needed for a volunteer to paint the newly paneled Visitors Center orientation room ceiling. JDS



to the Biddeford parcel, this well-situated land with road frontage commanded top market valuation, and was offered for \$169,000.

Borrowing to fund purchase was the only viable option, and while pursuing a conventional bank mortgage, the Trustees explored the innovative option of soliciting loans from members to fund the purchase. They proceeded and the reaction was overwhelming. Within weeks in early 1989 over 120 members had loaned or donated amounts greater than the \$150,000 price which was finally negotiated. The members loaned funds for 15 years at a 7% annual rate, meaning debt service costs will be far lower than a conventional mortgage, which would have been in ex-

Part of an ongoing program to improve visitor amenities, a new directional sign takes shape in the shop. JDS



cess of 12%. On the land is a two story house with garage, unused for some years, and is in need of repair. Currently efforts are underway to determine the cost of converting this into a rental unit to help defray the loan payments. Without a doubt, this program has been one of the most impressive demonstrations of the depth of member support for the Museum's activities.

The third land development in 1988, as the first, related to increasing commercial development in Biddeford. The Museum's North Terminal location is adjacent to both U.S. Route 1 and to the Guilford Transportation (Boston & Maine) main line, to which many have hoped a track connection would one day be possible for the Museum. Various industrial enterprises potentially could also find joint rail and road access desirable. Such was the case with the Dead River Oil Company who contacted the Museum as part of their review of sites for a propane rail-to-truck transfer facility.

With them the Museum explored the possibility of swapping a small land parcel for cash and use of a rail connection to be built by them. Though issues of safety of proximity to explosive fuel and loss of usable land need to be weighed carefully, the possibility was carried through the engineering survey phase late in the year. By early 1989 it appeared that Dead River's interest in the site persists, concrete action may be some time coming. Nonetheless, the Museum will continue to evaluate care-

fully opportunities for commercial development of unneeded land holdings which can return fair value for compatible purposes.

The year 1988 was a banner year for vehicle exhibit acquisitions. As described elsewhere in this report, the Museum's long held policy of establishing the most comprehensive geographical and evolutionary representation of the American transit industry still had gaps to fill. To help close them a number of bodies of significant car types were found and acquired. The geographic coverage was wide: a homebuilt wood body from Sioux City, Iowa; a steel car from Atlanta, Georgia; a lightweight car which served both Fort Wayne, Indiana, and Atlantic City, New Jersey; an early trolley bus from Shreveport, Louisiana; and a car from the Canadian capital of Ottawa.

All were acquired as bodies only, lacking needed mechanical equipment, and in varying states of disrepair. However, acquiring the cars preserves the option of restoring them at a future date, and the Museum's large stock of spare parts will enable equipping many of them. Several already have attracted significant financial support, meaning their future should be very bright. These car bodies were joined by acquisition of a second Cambridge Tunnel car 0753, to mate with 0719, already on hand.

Several more acquisition projects were underway, with the cars due to arrive in 1989 or later. These included a complete combine interurban car from the Chicago, South Shore,



Carbarn work completed in 1988 included application of roof sheets to the rear extension of Fairview Barn, providing covered space for eight more cars.

JDS

and South Bend, an interurban body from the Texas Electric, *State of the Art* subway prototype cars developed by the federal government in the 1970's, and a fully restored subway car from New York City.

For support operations, the Museum obtained a very useful Walter crane truck from the city of Somerville (Mass.), and received the donation of a 15 ton diesel crawler crane from Mr. and Mrs. Ed Herries of Plymouth, Massachusetts. Both of these vehicles should prove extremely productive in marshalling parts and material to areas of the Museum property away from the public. For too many years, heavy items have been restricted to movement by the Museum's large rail cranes, meaning that out-of-the-way storage was often impossible.

Additionally, three more Cambridge Tunnel subway cars (similar to the Museum's preserved pair 0719 and 0753) were moved to Maine as a source of parts and for use as warehouses. They will be placed out of the way and have

windows sealed to provide much needed covered storage.

Providing proper carbarn space for the Museum's growing collection remains an important goal. In 1988, two projects moved ahead in this arena. First, in a project driven by a single dedicated volunteer, the roof was completed on the rear extension of Fairview Barn, guaranteeing covered storage for 8 more cars. Second, site preparation was started for the next carbarn, to be located beyond Fairview,

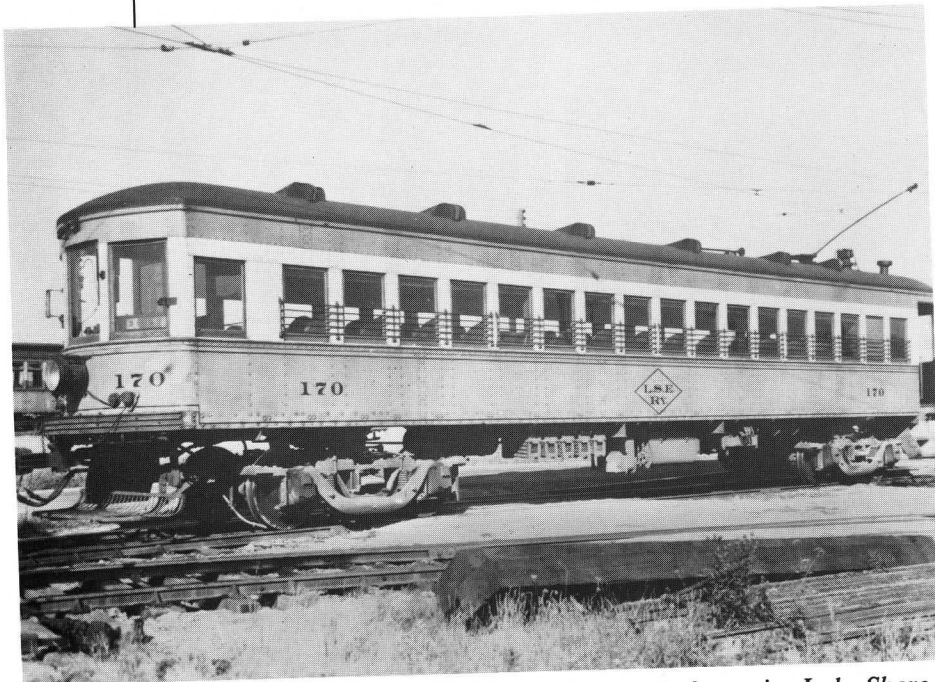
parallel to the main line. Seed money for this project came from a 1987 grant from the Butler Foundation. The track fan layout obtained from Forest Hills elevated carbarn in 1987 will be used in front of this barn to provide a first class layout and a historic exhibit of rapid transit special work.

Track projects for the year included the beginning of a lead which will serve both the new carbarn site and access to the truck and wheel set storage area being developed next to Fairview. Additionally, volunteer crews continued work on obtaining rail and ties from several sidings in South Portland.

However, the most noticeable track project of the year provided both an interesting exhibit and a means to improve flexibility of passenger operations. The turnout at the south end of the loop was replaced with a double-slip switch obtained some years ago from the MBTA's Watertown yard in Boston. The switch, an impressive assembly of steel castings and movable points, is illus-

The glory of the Chicago-Milwaukee North Shore line is recalled by Seashore's three car train made up of silver-side 755, diner 415, and ex-observation car 420. JDS





The Trustees established in late 1987 the goal of restoring Lake Shore Electric 171, a duplicate of 170 shown here, in memory of founder Ted Santarelli. Gifts and pledges received in 1988 totalled \$40,000, a major part of the required amount.

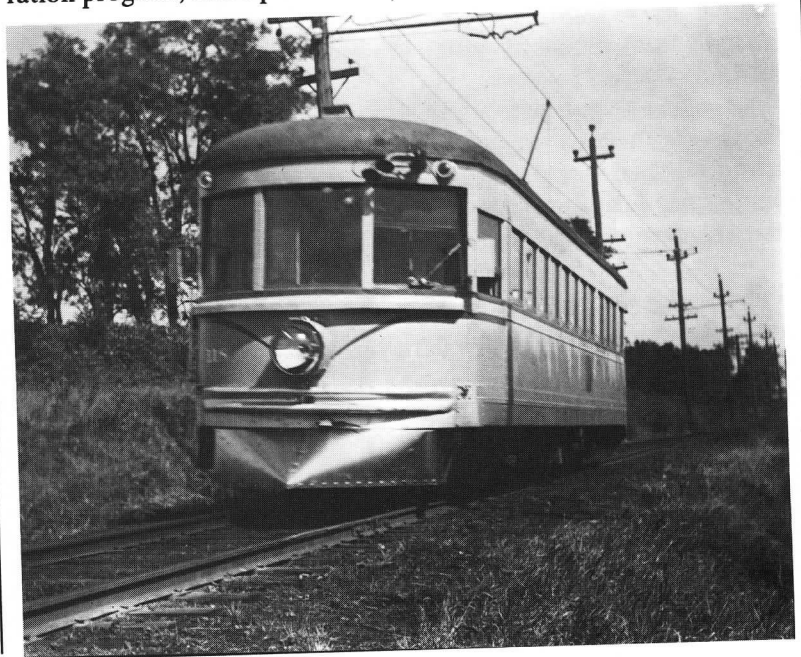
E. WHITE

trated on the front cover of this report. Use of it allows cars to move from the loop to the main line as before, or to cross over to the track leading to the Highwood approach track. Now cars carrying passengers may travel from the main line, around the loop, then proceed directly to the Highwood exhibit barn, with no reversing maneuvers. This is particularly valuable when handling bus tour groups, a growing source of Museum visitors.

As always, the restoration shop was extremely active in 1988, providing a year-round

RIGHT: Another classic midwest interurban, Crandic 118 became the first fully endowed car in Seashore's collection, thanks to a grant from the Sutherland Dows Foundation.

manifestation of progress. The year saw Brooklyn convertible 4547 placed into passenger service after a seven year restoration program, made possible



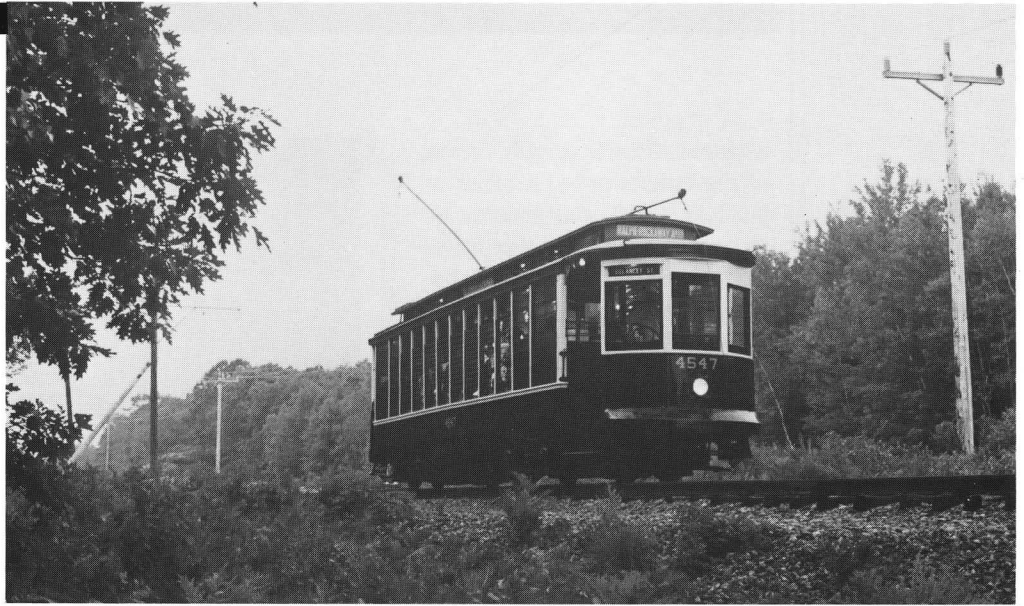
by the over 100 donors to the Museum's *Brooklyn Trolley Club*. It also saw New Orleans 966 make significant progress in its speedy transformation under the primary sponsorship of one member, plus platform and roof work advance on Chicago 225. As well, two major new restoration projects began in earnest focusing on two classic Midwest city cars, Twin Cities gate car 1267 and Cleveland center entrance car 1227. A Minnesota member is providing major sponsorship for 1267, while another member has spearheaded 1227, launching *The Cleveland Connection* fundraising effort to broaden member support. Volunteer restoration projects saw Boston rapid transit cars 01000 and 0553 advance, as did New York 631 and Dallas 608. Completed also was a 17 year project to re-gauge the trucks of Baltimore Peter Witt 6144, making the car operable on Museum trackage for the first time since it arrived in 1955. The car had been re-

painted and had a new roof canvas installed by members some years ago, so it now presents a very pleasing appearance when operating.

As these projects illustrate, the geographic representation of Seashore's collection continues to be a strong motivating factor to volunteer workers and donors. On Labor Day 1988, the shop at the same instant contained cars which had run in New Orleans (966), Minneapolis-St. Paul (1267), Chicago (225), Wheeling, West Virginia (39), Baltimore (6144), Dallas (608), Iowa (118), New York City (631), Newport, Rhode Island (4175), plus Boston (01000 and 0553). No other similar Museum could boast active restoration programs spanning such an expansive range of American territory.

Improvements to the Museum's presentation to the public continued in 1988. The Visitors Center orientation room was completely painted, as a finishing touch to the erection of new wallboard the prior fall. As well, display panels describing the cars being restored were erected along the Visitors Gallery in the shop. The history of each car plus photos of them in their home cities are displayed to make relevant the partially completed projects below. Also, more directional signs were erected around the property to help visitors find their way from place to place.

The year 1988 also saw a very special tribute paid to our late founder and President Ted Santarelli. As reported in detail later in this report, the Lowell National Park dedicated their beautifully crafted replica



Eastern Mass. 4100 car to Ted's memory, in honor of his efforts ensuring the car's accuracy.

Preparations for the Museum's 50th anniversary celebration began in 1988, aiming for a two year commemoration stretching from the 50th anniversary of the acquisition in the summer of 1939 of the first car, Biddeford & Saco 31, until the 50th anniversary of Society's incorporation in 1941. The observation will begin on July 4th, 1989, with a full weekend of events. An invitation has been extended to our friends and neighbors throughout the Kennebunks to join us at and take part in the many planned activities. A major capital funding drive is also planned to be launched in concert with the 50th anniversary.

With so many accomplishments in 1988 and major projects underway moving into 1989, with encouraging developments on the financial front, and with the impressive support of its membership, the Museum looks forward with optimism to the beginning of its second half century and the many developments the years ahead are sure to bring.

REPORT OF SUPERINTENDENT OF CAR MAINTENANCE

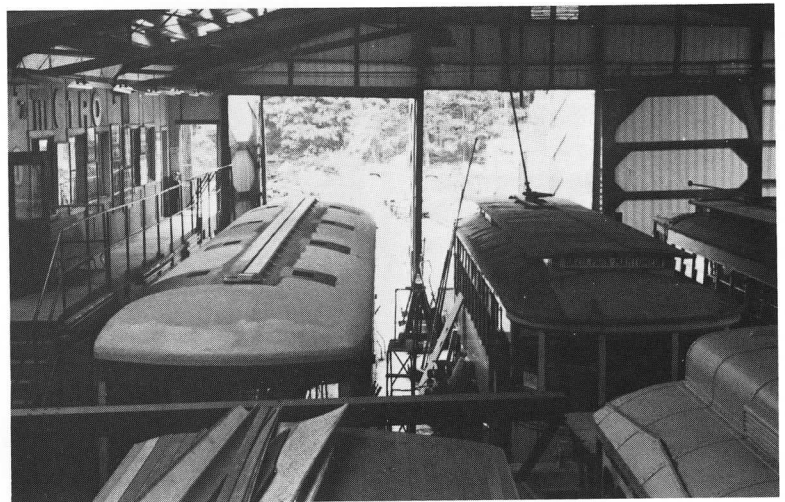
Now that the car shop is operating on a year-round basis, the number and extent of restoration projects have increased greatly. Body work is largely done in the tent set up in front of the Visitors Gallery while component work such as seats, doors, and sash is done in the loft areas which can be heated relatively inexpensively. These areas, however, tend to be cramped due to the variety of activities carried on and the necessity of storing finished components until they are installed on a car. There is also a real incompatibility of painting, sanding, woodwork, welding, etc., all of which must take place in these rather confined areas. This underscores the obvious need for more enclosed, easily heated space.

As has been the tradition, work is carried on by a combination of paid staff and volunteers. This year there were two full-time and seven part-time employees who coordinated

Fresh from its seven year restoration program, Brooklyn 4547 became a regular in the Seashore passenger fleet. Its striking maroon colors provide a sharp contrast to the surrounding Maine greenery.
D. ANDERSON

with over 75 volunteers. Some of the latter worked for only a few hours and others were able to be very regular to the point that they became a part of the crew. The bottom line which allows all of this to take place is the financial support of members who sponsor the various projects now in progress.

The major project turned out by the shop was Brooklyn Convertible 4547, ending a complete seven year rebuilding program. After some initial problems in making the car operate correctly, not surprising considering the extent of mechanical and electrical overhaul done, the car was placed in regular service. An annoying intermittent problem with its compressor has limited the



On the left is New Orleans 966, with a freshly re-canvassed roof. To its right is Twin Cities 1267, and at the extreme right Chicago 225. The Visitor's Gallery is to the left.
D. ANDERSON

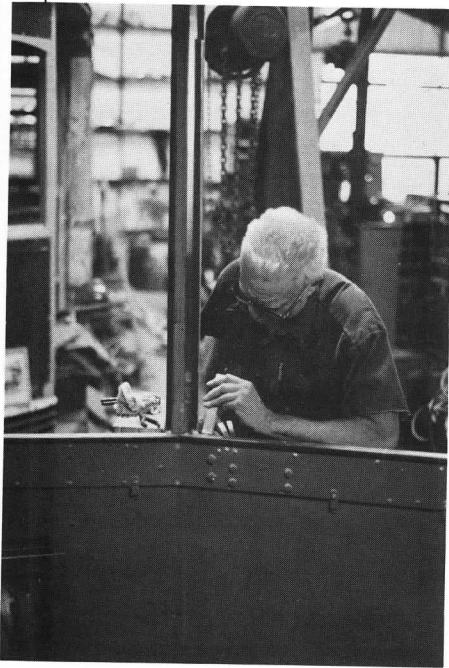
car's service somewhat but it has been a welcome addition to the warm weather fleet. This spreads the demand out over a larger number of cars.

New Orleans 966 has changed in appearance drastically during its relatively short time in the shop. Body work is virtually complete. This includes a new white enameled ceiling, all new sash and seats, varnished and installed, roof boards, vents and trolley bases installed on the new canvas and the outside painted, lettered and striped. Most of its new folding doors are installed. The

LEFT: The interior of Brooklyn 4547 as completed. The floor and headlining are completely new, as are most seat cushions. The seat frames required extensive rebuilding, following the car's many years of salt service, when bags of salt were stacked on seats, with a corrosive effect on all nearby steel.
D. ANDERSON

traction motors have been rebuilt and are now awaiting installation. The trucks were disassembled and sand blasted. The lack of a replacement bull gear on one axle has prevented the wheel sets from being sent out for regauging. Needed also is a second K-68 controller and proper brake valves and several other body parts. It is expected that these will be found from various sources. Remaining to be done is wiring in controllers, door operation mechanisms, installation of the air compressor, resistance grids, line breaker, and some other mechanical details.

Minneapolis Gate Car 1267 has also become remarkably transformed in its relatively brief time in the shop. Although its general appearance seemed relatively sound, as disassembly took place, in addition to the obvious deterioration of wood parts, major steel members were found to have been badly corroded by salt. The entire structure supporting



LEFT: One of the Museum's skilled restoration technicians carefully applies copper flashing around a new platform frame post on New Orleans 966.

D. ANDERSON

The entire interior finish and most of the exterior have been stripped. The quartered oak veneer ceiling has been removed and stripped. It had been badly water damaged and experiments to salvage it are meeting with mixed success. At material cost of \$5.00 per square foot replacement costs are expected to be about \$1,500. The entire red oak tongue-and-groove floor has been removed and, because it is badly worn, it will also have to be replaced at a cost of about \$2,000.

Essential to the project is returning the car to its pre-1928 appearance. This has been started by the construction of the large wooden rear bumper block and removal of the front steps. Body work will continue with the rebuilding of rotted roof areas, front platform, and interior finishing.

New sliding doors and front sash were made for Wheeling Curved-side No. 39, and side sash was glazed.

Montreal Observation Car No. 2 was also returned to service. Its seats, stripped in 1987, were given heavy coats of surfacer and enamel and then installed. A rotted portion in the front cross sill (right where one makes the first step up into the car body) was found to require replacement. A massive laminated beam was fabricated. With additional steel reinforcement the car is now as solid as

the rear platform, including the major double-channel cross sill, knees and complicated double curved angles around the outside are all new. Exploration of the front platform indicates a similar operation is required there. Keeping the body straight was its 1907 over-engineering, especially the 21 half inch plate girders running along each side. Major areas in these also had to be welded in place. The complicated curved areas around the upper part of the rear platform were masterfully done by one of our highly skilled restoration technicians. The entire wood structure of the rear platform is now complete and primed. It was found necessary to remove all the side sheathing in order to reach deteriorated areas underneath. New poplar tongue-and-groove stock was milled by an outside contractor and two-thirds of both sides has been installed. The rest will be done after the front platform is rebuilt.

ever. A highly labor intensive job was stripping the many layers of buff floor paint, replacing split areas, sanding it smooth, and repainting.

All paint not applied in the initial stages of repainting was completed. The trucks were removed, thoroughly scraped and steam cleaned and repainted to a sort of teal blue (actually green) that was discovered in the scraping process. The motors were cleaned and all bearings checked and repacked as needed. Inspection found the car to be in like-new mechanical condition, a most unusual discovery. The same teal blue was applied to all underbody details and the rebuilt fender. All lighting was made to work again. The Canadian beavers, which were thought to have been plain

BELOW UPPER: Tie plates are used to help stretch the canvas flat on 966's roof.

LOWER: Brand new seat backs were fabricated for 966 then were stained, varnished, and installed.

JDS



brown, when stripped were found to be finely detailed carvings with the beaver chewing on two green and one yellow maple leaves. The original *Voyage d'observation* signs were found to be deteriorated beyond the point of salvage so were accurately reproduced by a local painter.

Still remaining to be done is the intricate striping and lettering discovered when the car was stripped. This will be done from master patterns made into a decal by the same sign painter with the probable assistance of computerized sign making equipment. The cost for this will be up to \$2,000.

A lightning strike on the overhead caused the blow-out coil in one of Parlor Car City of Manchester's K-2 controllers to be grounded out. Fortunately a



LEFT: The latter day step well and door assembly are removed and framing is being rebuilt to bring Twin Cities 1267 back to the configuration shown on the rear cover. JDS

made for completing the exterior appearance of the body including recanvassing the roof, new sash and doors as needed, reconstructing the ends, and resheathing.

It was known for some time that the underbody of Chicago Surface Lines 225 suffered from salt corrosion

so it was no surprise to find the platform knees were badly deteriorated. After the wood fillers surrounding them were removed about 500 pounds of rust was knocked off. This meant that a number of areas were too thin to have structural integrity so were cut out and replaced with new steel. The platform floors, badly worn and buckled, were destroyed in the process of removing the knees and were replaced with specially milled tongue-and-groove maple. One crownpiece and several floor support beams were replaced. All air piping was replaced, grid resistors rebuilt, and the air tank cleaned and hydro-tested. The platform doors were re-installed and now operate more easily than they have in years.

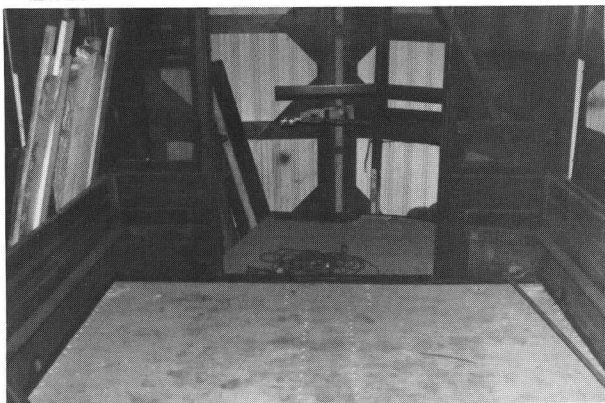
In order to get at the trucks, the body was placed on freight car trucks temporarily. Motors, and wheel sets have been removed and the frames sand-blasted. Inspection reveals everything to be in acceptably good condition. It is planned

spare controller was located and parts from it were used to make one good coil. The cabinet mirror, long broken, was replaced and latches installed on cabinet doors to prevent them from swinging wildly as the car runs. This work was completed just in time for a concert by the *Winds of Maine* woodwind quintet which took place on one of its platforms. That was followed by a trip and picnic on the main line with curtains pulled to keep out rain showers — just as must have been done many times in the past.

Crane 3246 has had the wooden decking replaced on both ends.

Our Portland-Lewiston Interurban *Narcissus* was placed on a correct pair of Baldwin trucks which had been repainted in 1987. An interested member has taken the broken stained glass parts home and is carefully rebuilding them using as much of the original glass as possible. An estimate of \$18,000 has been

Before and after views of the rear platform of Twin-Cities 1267. Extensive replacement of corroded frame members was necessary. Subsequently the rear platform upper framing has been rebuilt. JDS



to send the wheels out for re-profiling to help them stay on our track. Motors will also be sent out for overhaul. The project sponsor's vacations were spent removing and replacing the clerestory, roof canvas, and trolley boards. Next year should see the completion of re-canvassing. When funds permit the buckled and worn interior floor should be replaced.

The Suffolk County (Boston) Sheriff's Wagon has come in for rehabilitation, prompted by potential use in a touring exhibit sponsored by the U.S. Marshalls Service. The large curved panel beneath the belt rail was removed so that rotted ribs and sill could be replaced.

Late in the year work commenced on our next complete restoration project, Cleveland Railway 1914-Kuhlman built Center Entrance car 1227 (later Shaker Heights Rapid Transit 27). This is actually part of a dual program to include later matching trailer car 2318.

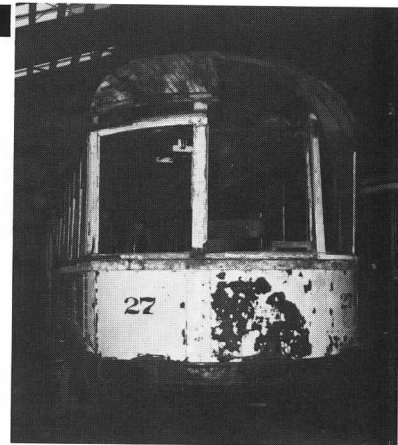
Structural and sheet steel to renew most of the underframe and the bottom 12 inches of the side panels was purchased, and rebuilding of the car body is in

full swing as we go to press. Component work was already well underway at year end. The car is being returned to its Cleveland configuration so entirely new longitudinal seating is being fabricated to run the length of the left side. The existing rear seats are also being rehabilitated. Much progress is anticipated on this car in 1989.

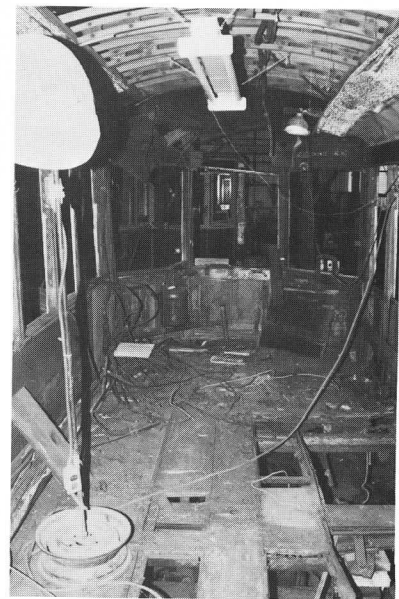
Crandic Interurban 118 was brought in for a control wire problem (now repaired). Its compressor was removed and attempts are being made to reduce the loud knocking it has made since arriving here in 1954. Clerestory sash were removed from AVR Combine No. 70 for rebuilding and refinishing.

A motor armature from Connecticut Open 303 was removed and found to be grounded from several loose pieces of steel which had mysteriously made their way into the case. Rewinding and a new commutator at a cost of over \$3700 is required.

During the spring, the shop crew made and set up nine additional property directional signs. Rehabilitation to the shop building and storage



Moved into the shop to begin complete restoration was Shaker Heights 27, formerly Cleveland 1227. As these views clearly illustrate, major structural repairs both to the wooden posts and roof and to the steel lower body are required to complete this restoration to Seashore standards. Work on both wood and steel renewal is making speedy progress in early 1989. JDS

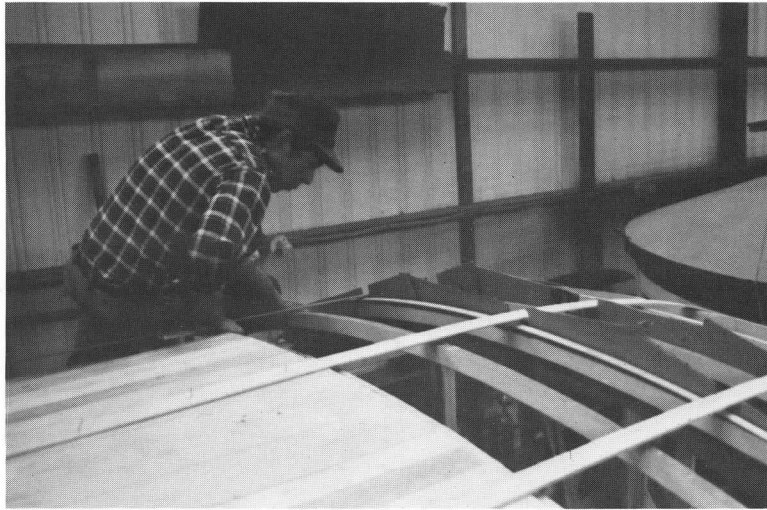


trailer doors was done and a larger parking lot for shop employees and volunteers was created. An enthusiastic crew of younger members has removed a large portion of the steel scrap and junk which has long



Mass production of new seat cushions for New Orleans 966 was underway in these two shots. Carefully formed pieces are dowed and glued, then assembled. Next they will be clamped firmly to dry. JDS

LEFT: The long term restoration of Wheeling Curved-side 39 continues with roof reconstruction. Here careful measurements are made to determine the proper curve for the end carlines (cross frame members). JDS



been an eyesore behind the shop. This will be completed in the spring. A newer and more satisfactory metal-cutting band saw was obtained through trade and is now in operation. A pit jack which had been frozen due to pit flooding was disassembled and made operative.

The jet pump in the well house which feeds the shop and the old rest rooms had long

given trouble and finally ceased operation. It was decided to replace it with the submersible type which would be more dependable and efficient. The well house was removed and the entire old system dismantled. A new specially designed pump system was constructed by a volunteer and will be in service in the Spring of 1989.



One of our oldest and rarest exhibits, the horse drawn Suffolk County Sheriff's van, was moved to the Restoration Shop in 1988, to prepare it for potential inclusion in a travelling exhibition planned by the U.S. Marshall's Service. The Superintendent of Car Restoration and Maintenance is shown fitting a new side sill piece. JDS

VOLUNTEER RESTORATION REPORT

The care and restoration of many of our priceless exhibits is made possible by the dedicated spirit of volunteerism attracted to the Museum and its collection. In 1988, as in all previous years, a large number of vehicles benefited from all-volunteer effort, while major shop staff restoration and conservation projects were accelerated by sometimes substantial amounts of auxiliary volunteer assistance. Some of the work performed by our many volunteer members could be considered maintenance, while the majority of the work is a part of the complete conservation of a particular vehicle.

After nearly 35 years of preservation, United Railways & Electric/Baltimore Transit Company streamlined Peter Witt car No. 6144 suddenly sprang to life. Acquired in 1955, the wide-gauge (5' 4 1/2") car was initially placed on a section of isolated broad gauge track, then later set on shop trucks. Its own trucks were finally regauged in 1972, at which time the car also received extensive body refurbishing, complete exterior and interior refinishing, and new roof canvas, making it an excellent display car for our Highwood Exhibit Barn. For years, due to its comfortable seats, the car served as the site for the Museum's slide show depicting the history of mass transit.

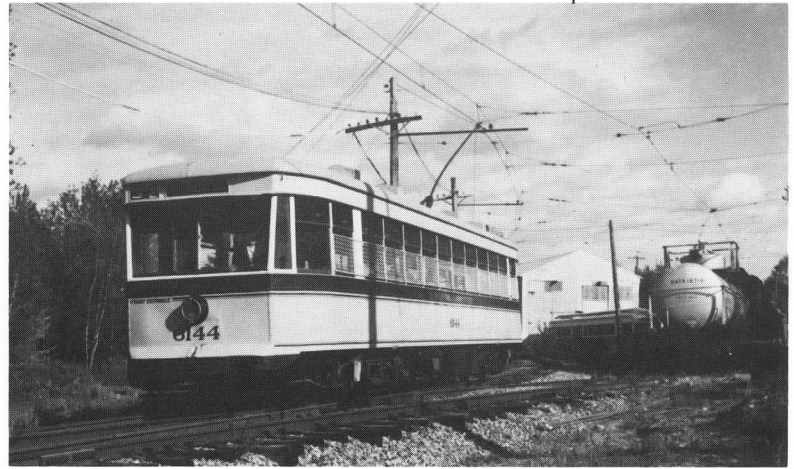
Technical problems with the traction motors precluded the

final restoration to operational status. As part of an agreement to loan Boston dump car 3617 to the Massachusetts Bay Transportation Authority several years ago, the MBTA overhauled 6144's motors. Return of the motors from Boston generated a major volunteer effort to restore the car to operation. First, the motors were re-installed in the regauged trucks. However, the years of storage since regauging had taken a minor toll, as failed seals resulted in water build-up in one of the four Westinghouse WN double reduction gear boxes. Careful treatment and flushing removed all traces of rust, and brought the roller bearings back to operating condition. Numerous new bushings were machined for the brake rigging by Museum volunteers. The brakes were reconnected and the compressor head given a valve job.

Finally members expert in control systems patiently traced, cleaned, lubricated, and repaired the car's complex variable-automatic control system. The job was so thorough that

the car ran the first time power was applied, which occurred on Members Weekend, running for the first time in 34 years. Unfortunately, on its second trip out the line a bearing failure locked up one of the rebuilt motors. It was promptly removed and sent back to Boston. Its return in 1989 promises to put the car in operating condition permanently.

Activation of No. 6144 continues the Museum's efforts to highlight presentation of the many key car types from major cities across the continent. In addition to being one of our two outstanding representatives of Baltimore (the other is partly-restored Brill semi-convertible 5748), this car is one of only a handful of pre-PCC streamlined streetcars in preservation and is one of the most technically advanced pre-PCC cars built. No. 6144 is an excel-



lent car to tie together the era of conventional streetcars with that of our collection of PCC's.

It is ironic that as 6144 has been activated for the first time at Seashore, Baltimore's Mass Transit Administration has ordered a fleet of a new generation of streetcars for an all-new light rail line which will use downtown streets once traversed by 6144.

Boston MBTA Red Line tool car 0553 saw its second year of substantial restoration activity. The most visible change was in the side sheathing. About 80 percent of the car has been completed with one side essentially renewed and the other repaired with reusable boards salvaged from the first side.

Major frame repairs were made to a section of steel side sill and the associated wood filler. Similarly, a new section of beam at the letterboard was pieced in. The heavy wood beam sections were fabricated by laminating thinner boards. The car's carlines are a composite of steel curved angles with bolts welded at each end to pass through the letterboard plus wooden filler pieces which

Glistening on a sunny day, Baltimore 6144 exemplifies the handsome lines of Brill's 1930-era streamlined cars.
JDS



New Orleans 966 received final colors in 1988, but remains on shop trucks pending completion of its own trucks next year. C. PERRY

serve as nailing strips for the roof boards. The carlines were refurbished including rethreading or replacement of the bolts as needed. This paves the way for installation in 1989 of the previously made wood nailing strips.

The car sides received further work including installation of vertical and horizontal frame members under one window and fabrication of new window sills for the whole car. Other structural work included repairing or replacing the numer-

totally stripped of paint by hand-scraping. The exposed steel proved to be in excellent condition, with body repairs necessary only at the floor line of the end platform. New steel was fitted, welded in place, and joints ground smooth. The end door and track were removed, the track cleaned, the copper-clad door stripped, and then re-installed.

All stripped areas received treatment with rust inhibitor followed by two coats of primer, a complete fine sand-

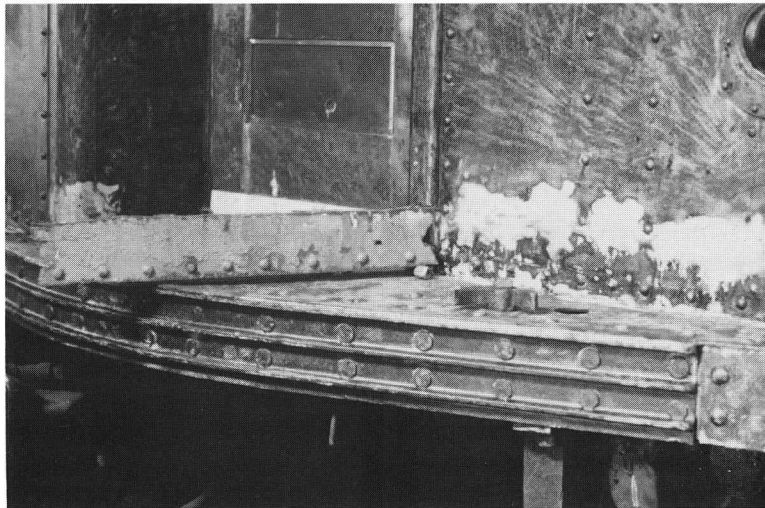
cated and donated to the Museum by Precision Coachworks, of Billerica, Massachusetts. The new parts have been primed, painted, then installed, along with the window sash. A duplicate program on the opposite side and end is planned to get underway soon.

The most exciting progress on the restoration of Dallas Railway & Terminal PCC car 608 came when a spare truck was rejuvenated, painted, and installed under the car to replace a defective truck. A member from San Francisco, who is professionally experienced in PCC car maintenance, came to the Museum especially for this work, assisted by the primary sponsor of the car. Though more work remains to be done on the controller and brakes, the car did operate for the first time in a number of years.

Other work undertaken on No. 608 during the year was concentrated in the car interior. A start was made on repairing the sub-flooring and replacing the floor. The steel plates covering the wire ducts in the aisle were extremely corroded after over 40 years' service. Fortunately the wooden sub-flooring and wiring have survived in good condition.

Manhattan-Bronx Third Avenue Railway System car 631 reached a major milestone in 1988 with completion of stripping and priming of the exterior now accomplished. Stop lights beneath the headlights, added in its second home in Vienna, were also removed concurrently with front dash panel work. New trolley boards and supporting cleats were fab-

Steel repairs along the floor line of 01000. At left is a corroded piece removed and carefully replaced with the patch shown on the right.
W. POLLMAN

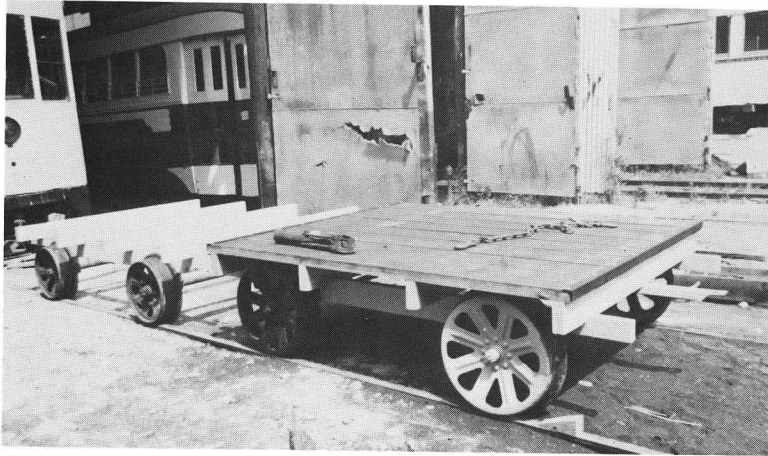


ous steel rods which hold the car's wooden frame together. These rods run vertically from the side sill to the letterboard and horizontally from letterboard to letterboard plus under the floor through both side sills.

Boston Main Line Everett-Forest Hills Elevated car 01000 was the recipient of a major effort in 1988 which resulted in the complete repainting of one side and one end. The sash, runners, and post covers, as well as the doors, were removed from one side of the car and then one side and end were

ing, then application of the two tone gray and orange paint scheme used on these cars in later years. The finished product is an extremely handsome car 50 per cent completed. With the coming of cold weather, work shifted to car end accessories such as the handbrakes, door controls, emergency pipers, end sash, and gates. These were all stripped, primed and painted, then installed on the car.

The only significant deterioration in the car had occurred in the window post covers. A complete new set was fabri-



One of the Museum's younger members has used the project of rebuilding these hand flats as a way of developing his restoration skills plus augmenting the maintenance of way fleet.
C. PERRY

ricated, primed, and installed.

Trolley bases were taken from stock, reconditioned and painted, and now await installation, along with proper spare trolley rope catchers and mounting brackets, which were stripped and primed. We are hopeful that by the end of 1989 this car will be resplendent in its classic traditional TARS red and cream. We are well on our way to producing a streetcar that called New York City home — be it Times Square or Fordham Plaza.

Our 1924-built two-car MBTA East Boston Rapid Transit Train 0512-0513 received substantial work, and it became operational and usable by year-end. All broken windows and protective boarding panels on car 0513 were removed and replacement glazed sash installed. The car was also cleared of spare parts so as to be available for limited passenger service. The main fuse box on car 0512 was rebuilt, trolley board assemblies were fabricated for this train and mates 0546-0547, and installed with

trolley base and pole on 0513. These two cars also received heavy maintenance, adjustments, and lubrication to control, brake, and wiring systems in order to make them operationally reliable.

Newly acquired Cambridge-Dorchester Subway car 0753 had one coupler reinstalled after its temporary removal to facilitate transport of the car to the Museum. The conduit to the master controller was repaired preparatory to replacing its missing controller and associated wiring. The broken windows were boarded up while the car is stored pending forthcoming restoration under the auspices of the Rapid Transit Committee.

In the fall of 1987 one of our youngest active members noticed that the Museum was short of good hand flat cars which are very useful for moving rail, ties, or other heavy objects. Later in the winter he spent a weekend freeing a hand flat that was frozen in the ground near Central Barn and moved it to the shop. He spent

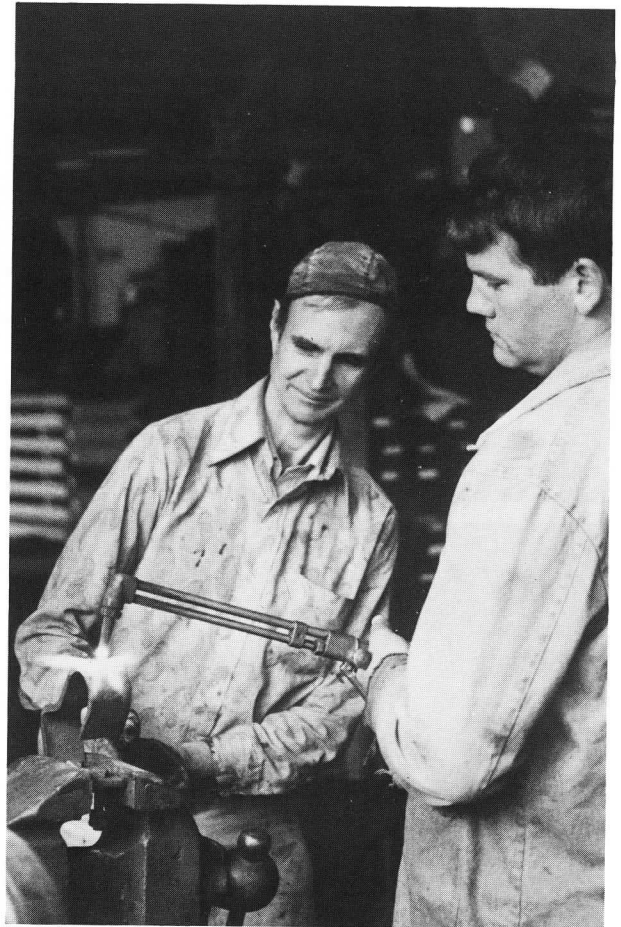
several weekends disassembling the parts and making patterns for all the wooden pieces. Although the wood was badly rotted he succeeded in making accurate patterns for all pieces.

A professionally trained woodworking member taught our volunteer the best ways to make new pieces on our woodworking machinery. A few weekends later all the components were ready for assembly. He then carefully put the unit together, with perfect results, and the car was completed by early summer.

The success of this project led to a request to undertake another. He then carried the project a step further by mass-producing the wooden parts to

Volunteers at work in the Museum's shop use an oxy-acetylene torch to help straighten a trolley pole hook for New Orleans 966.

D. ANDERSON



rebuild two more cars. By year end the second car was complete and the third should be done in 1989. Our young volunteer found this project to be a great learning experience in woodworking, made possible by the expert guidance he received throughout.

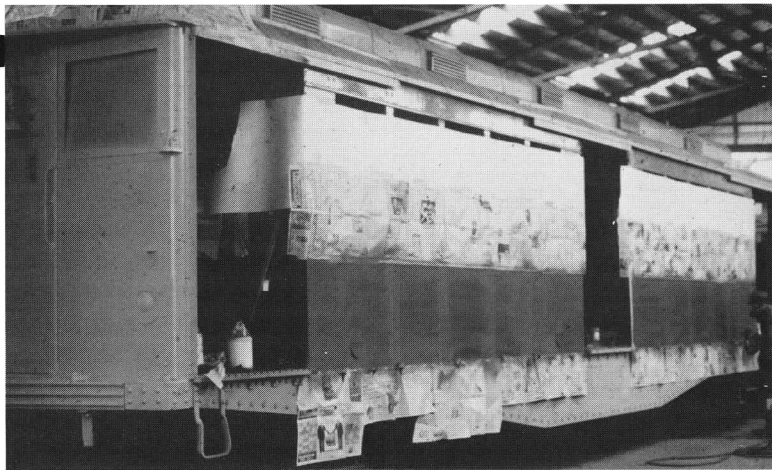
Claremont (N.H.) Railway line car No. 4 entered the shop late in the year for a general repainting. The car was still in the yellow livery applied by Boston's MBTA when they borrowed the car some years earlier. Approximately half of the car body was scraped and primed. The large sliding side doors were also removed from the car for repairs and some re-glazing. It is expected that the job of sprucing up this vital work car will be completed in 1989, with the application of



LEFT ABOVE: Two members exchange congratulations after completing the demolition phase of rebuilding the second platform of Chicago 225.



LEFT BELOW: The first platform of 225 shows considerable progress after having been similarly dismantled. Many frame members plus the flooring have been completely replaced. JDS



Boston Elevated car 01000 undergoing repainting, with yellow primer on the cab end and finish orange on the side. W. POLLMAN

dark green Claremont colors.

Oshawa (Ontario) Railway Baldwin-Westinghouse electric locomotive No. 300, one of the Museum's primary workhorses, suffered a cracked truck frame during the year, a common problem among this type of engine. The crack was quickly repaired by our master welder, and the unit placed back in service.

United Parcel Service Walker Electric Truck 4040 lost part of its roof canvas while in temporary outside storage. Two volunteers inspected the roof and found it totally deteriorated from this and prior leakage. They removed the entire old wood roof, purchased new plywood sheets, and fitted, caulked and weatherized the new roof. The truck was then

immediately moved into the new storage bay in Central Barn to keep it protected.

Mousam River Railroad mail and baggage trailer No. 8, which was restored several years ago under a grant from the Yankee (Magazine) Intern Program, received further attention in 1988, with the application of final lettering.

Manchester Street Railway wooden interurban No. 38, the second car acquired by the Museum, received continued care. The exteriors of all sash and doors were scraped and sanded, followed by a thorough steelwooling and application of three coats of varnish, rubbed between coats.

The substantial progress on Washington PCC No. 1304 was in suspense during 1988 as its primary sponsor was on a business assignment in Japan most of the year. He has since returned and, as this report goes to press, is back at work on preparations for repainting the car in D.C. Transit livery.

While in Tokyo he visited the city's Transportation Museum where he was surprised to see available for sale brand new plastic hand strap rings long missing from our Nagasaki Tram 134. It turned out this same design remains in general

use on Japanese transit vehicles today. He purchased a set for No. 134, which were subsequently installed in the car by another volunteer along with carefully crafted leather straps to attach them to the horizontal stanchions in the car.

Examples of the many smaller volunteer efforts include repairs to the air compressor on MBTA Cambridge

Dorchester subway car 0719, repairs to the boom lights for MBTA Crane 0551, some wiring repairs to New York subway car 3352, repairs to the draft gear on MBTA elevated car 0997, and making a new journal box cover and general overhaul work on MBTA motor flat car 2026.

Both Philadelphia-Camden Bridge subway cars received at-

tention. On car 1018, the battery box was cleaned and repainted. The main feed line was checked out and a broken wire repaired. Some broken glass was also replaced. Mate 1023 had its interior lighting system partially restored and a start was also made on interior painting, concentrating on priming of sections of the window sills and side walls.

THE NARCISSUS PROJECT

For several years, Museum members had discussed putting the body of famed Portland Lewiston Interurban Line car *Narcissus* on its proper trucks. This would complete an international good will project initiated some years earlier by the Governor of Maine in cooperation with his counterpart in the Province of Ontario which resulted in donation of suitable trucks from a Canadian interurban. These trucks, Baldwin type "AA", are duplicates of the car's original equipment and have recently been refurbished.

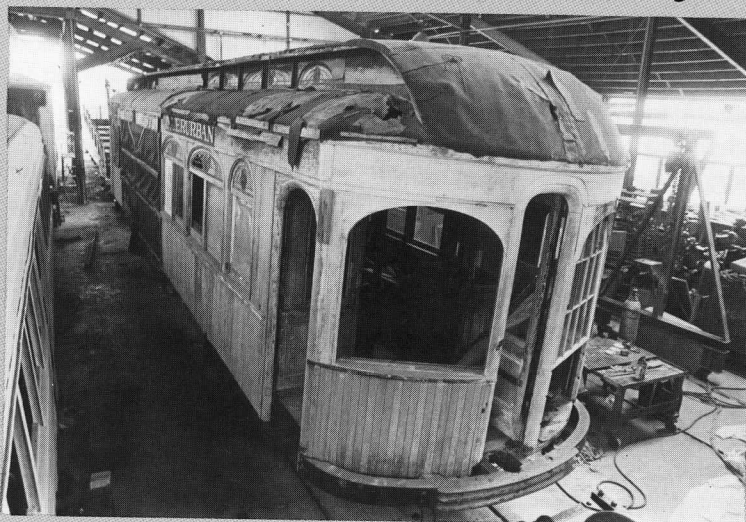
On the last weekend in April it was determined the re trucking could be done. A special gathering was planned for people who lived in the communities served by the line and/or who remembered the cars. The purpose was to create a community of interest outside of the Society membership toward the restoration of the car. In spite of questionable weather forecasts about 75 people gathered in the shop to watch

the re trucking procedure and exchange memories of the line. The *Journal-Tribune* of Biddeford ran a substantial article on the event a few days later, from which the accompanying photo was taken.

The event resulted in financial contributions and a most important commitment by a skilled Seashore member from Brunswick to restore the leaded stained glass windows from the car's arched side and clerestory windows. These windows had suffered substantial deterioration over the years

since it was retired.

There is considerable member and public interest in the rebuilding of this outstanding example of a classic wood interurban car. A sizeable fund balance is on hand, but to move the car forward the effort requires a sponsoring member or committee who can work to generate the remaining funding needed to underwrite the total project. Preliminary estimates are \$50,000 for the full job, with exterior restoration in the \$20,000 range.



A press photo shows classic Maine interurban The Narcissus back on proper trucks for the first time in more than half a century. Note the arched stain glass windows, now the subject of skilled volunteer restoration work.

JOURNAL TRIBUNE, Biddeford

The Museum's new technique for moving steel car bodies is demonstrated by Boston 0753. A dolly is attached to one end, a fifth wheel plate to the other, and the car is driven as a semi-trailer.
W. POLLMAN



DEVELOPMENT OF RAPID TRANSIT COLLECTION

Our small but energetic Rapid Transit Committee accomplished a considerable amount of work during the year. This is an excellent example of a few members working together to develop an entirely new dimension to the Museum's portrayal of the story of mass transit development. The rapid transit car collection has grown in size and stature in recent years, with the result that the Seashore collection is the only one to include examples of cars which operated on all four of the country's initial large-scale subway-elevated systems dating from the Victorian era — Boston, Chicago, New York, and Philadelphia. Chicago is presently represented by interurban cars with bi-level loading capabilities operated by separate companies over the elevated structures of the Chicago Rapid Transit Company, while the remaining cities are represented by standard rapid transit cars.

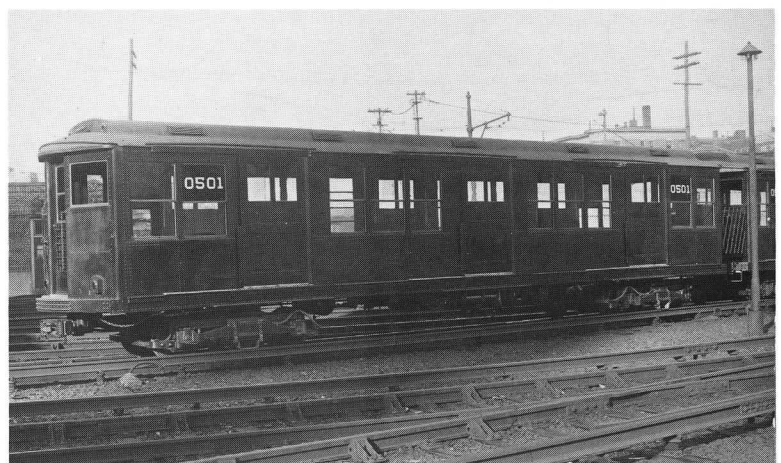
Rapid transit presentation

will be substantially bolstered in 1989 by several recent developments: an already restored old style New York subway car, released from the New York MTA's Brooklyn transit museum, has been purchased by interested members. As well, the experimental "State of the Art" rapid transit cars, built for the U.S. Department of Transportation in 1972 to develop future rapid transit car specifications, have been donated to the Museum by the Department, with free transport. Finally, capping the pending developments is the donation by Boston's MBTA of

its Northampton elevated station headhouse. This will provide an authentic passenger boarding facility for rapid transit trains.

Altogether, we are fast approaching the ability for the Museum to offer our visitors the use of rapid transit equipment from each of the represented cities. The timing is most opportune, because in the overall development of Museum facilities we will be able to join the national commitment to make transit facilities fully accessible to handicapped people. High platform trains and a relocated Northampton Station equipped with ramps for wheelchairs make an ideal solution.

With rolling stock in the process of being readied for public use, the passenger station becomes critical. In order to speed this essential phase, we hope to raise funds from members and institutional sources to move the elevated station to Maine, then set it up for operation as soon as possible.



A 1920's view of the first East Boston Tunnel car at Eliot Square Shops in Cambridge when new, long before the cars were fitted with pantographs. Seashore has four cars from this series in its collection.



Another view of preparations to move 0753 at the Cabot Shop of Boston's MBTA. Volunteers move a dolly under the end of the car as it is hoisted by an overhead crane.

JDS

1988 ACQUISITIONS

The late Theodore Santarelli de Brasch, founder and President of the Society, noted a few years ago that the Seashore Collection, for all its size and scope, had many holes to fill in the quest for the objective of becoming a complete national and international representation. Many important cities, companies, builders, and architectural/technical developments were still missing. Many of these were hopelessly gone, and will have to remain chronicled only by photos, models, or replicas. But when we found original Peter Witt 1213 from Rochester in 1985, we had to think again. Traditional belief had these cars as extinct as a Boston Type 4, Portland (Maine) Brill Semi, or San Francisco Market Street Railway 150. Information from locals in Rochester that they had identified some 70 plus car

bodies in their three county area of interest inspired speculation as to what might lie hidden in other places.

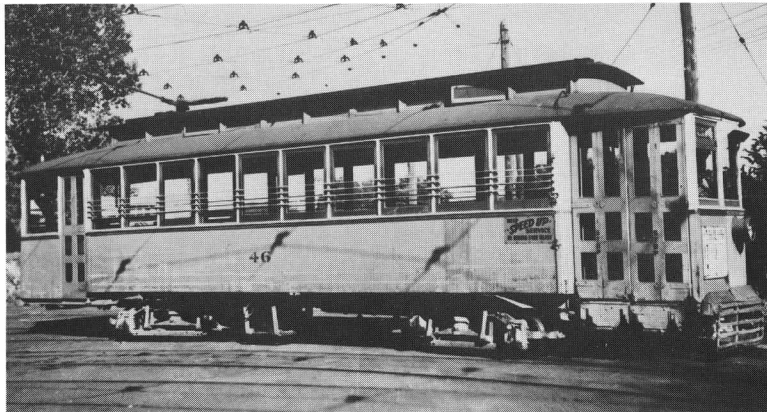
Ted Santarelli, with support from several other activists, then launched *Project Last Roundup*, whose purpose would be to locate and identify worthwhile existing cars still extant at this late date, with the intention of obtaining the most worthy and important ones for Seashore's collection. Nearly all, of course, would be incomplete bodies that had served as roadside diners, tool sheds, chicken houses, or the like, though perhaps a few might be found forgotten in the back of some municipal bus lot, or be declared surplus by other museums or public agencies. Needless to say, such artifacts are increasingly endangered not only by the ravages of decay and vandalism, but often by encroaching development. A poignant reminder of these realities came this year, when a Sea-

shore representative rushed to check a report of a car from the long-vanished Androscoggin & Kennebec in a remote Maine gravel pit. The site was found, but the owner reported sadly that he had bulldozed the streetcar only a few weeks before.

The first couple of years were largely investigative, with project sponsors concluding that to fulfill its mandate optimally, the museum could and should increase the size of the collection, not with fleets of PCC cars or the like, but with important single items, individually acquired. The first car to come specifically under Project Last Roundup was Lake Shore Electric 171, which arrived in Maine in late 1987, only a few weeks before Ted Santarelli's sudden and untimely death, but in time to fulfill what had seemed an impossible dream from the very moment of Seashore's founding. Thus 1988 was really the first year in which the project began in earnest, with seven acquisitions. Each met the criterion of being an important representation of the electric traction industry not previously covered at Seashore, and in most cases, not elsewhere either. This tradition dates from the acquisition of Liberty Bell interurban 1030 from Allentown, Pennsylvania in 1951. Subsequent application of this principle has given Seashore the most diverse and complete collection of its kind in the world.

The first donation of 1988 was Texas Electric 317 in early January. One of the mightiest of the great interurbans, the TE

Sioux City No. 46 shown at the Greenville Barn on July 23, 1947. Distinctive proportions distinguished this fleet from many other contemporary wooden cars. F. PALMER COLLECTION



The same car in 1988 at Seashore. Replicating the deteriorated wooden components is well within the skills of our restoration crews. JDS



lasted rather late (1948), and quite a number of cars still exist. There are a number of fairly well preserved box motors and express trailers, four of them discovered only later in 1988, when a building facing demolition for a highway project was found to be full of car bodies. The passenger equipment fared generally less well. Most of the known survivors are at a swampy location near Dallas, and severely deteriorated. One is being restored as a static display at Plano, but one other, ours, had been, for many years, the office of a Dallas used car lot, and had been kept painted and roofed. The owner, Jesse Bolin, kindly donated the car, but it had to be moved immediately because the

land had been sold for development. The car had to be moved by a contractor on an emergency basis to safe storage in Ft. Worth, 35 miles further from Kennebunkport, at a cost that would almost have brought it to Maine, which it is hoped can happen in 1989. Car 317 was built by St. Louis in 1913 for Southern Traction, one of the earlier principal components of the TE. Suitable running and control equipment is on hand at the museum to restore this car, which is typical of the entire Texas Electric fleet.

Cambridge Tunnel car 0753 was one of four left at the Cabot Shops of the Massachusetts Bay Transportation Authority in South Boston, and

was planned to move in 1987, but was deferred in the face of the priority project of moving the track and other materials that became available with the demolition of the Forest Hills Elevated. This car was to have been the first moved with a technique in which the car body becomes a semi-trailer with the attachment of dolly wheels and a fifth wheel plate. The trucks are moved as a separate load, but even so, the great weight requires a highway permit for the body alone. Because of delays, Lake Shore Electric 171 was the one to prove the technique, but 0753 came fairly easily by the same means in early 1988. Built by Osgood-Bradley in 1927, it was accessioned as the mate to 0719, acquired in 1970. The remaining three cars at Cabot were also acquired for spare parts and running gear for cars such as Texas Electric 317 and Lake Shore 171, with the bodies to be used for badly needed storage. The other cars, 0709, 0749, and 0754, are not accessioned to the collection. All were brought to Maine by year end, one rather painfully when its weight collapsed the fifth wheel plate that had come from a small trailer acquired by the museum as junk in 1955. The lessons learned and better gear developed as a result will be helpful in future moves.

Sioux City (Iowa) Service Co. 46 was acquired at the urging of several members of the Society who were familiar with this unique small city system and felt it should be represented in the national collection. The transit company transcended even the legendary aura of Sioux City itself, having

built, and then abandoned, the prototype for the Chicago Elevated. The company built most of its own cars, which were as distinctive looking as those of any system in the country. Although none was believed to have survived, No. 46 was discovered on the nearby South Dakota Peninsula, an abandoned hunting lodge. The owner, Sioux City businessman Dave LaFleur, kindly donated the car to Seashore, and it was moved to Maine by flatbed in April. It has been placed on the correct Brill 39E trucks, obtained some years ago with the specific thought that there would someday come a car that would need them. The body of 46 is quite sound, and displays all the classic Sioux City features. It was from an order of five cars built at the company shops in 1914.

Ottawa 825 revived a hope, long thought dead. When the beautiful system of Canada's capital was abandoned in 1959, Seashore had hoped to obtain



one or two representative cars. However, the equipment had been sold to a junkman even before service ended, and pleas to release even one car for Seashore or any other foreign museum were to no avail. Only three cars were saved, one at the National Museum of Ottawa and two at the Canadian Rail Museum outside Mon-

treal. But Seashore members kept hearing rumors of car bodies in a junkyard not far from the capital. In the spirit of Project Last Roundup, interested members enlisted the aid of leading Canadian Rail Historian and longtime Seashore supporter Omer S.A. Lavallee. After extensive inquiry, Mr. Lavallee learned that there were indeed some Ottawa bodies at the junkyard of the Fragmenteurs Desjardins-Lalonde in the Ottawa suburb of Pointe Gatineau, Quebec.

Seashore representatives promptly visited Gatineau, and was able to obtain 825, the best of those remaining. Again, we were barely in time. Residential construction had advanced within a few hundred yards, and the city had ordered the streetcars scrapped. Some of the better ones were gone before Seashore's interest was known. Though the woodwork must all be replaced, 825's basic body is sound, as was demonstrated when it had to be pulled from

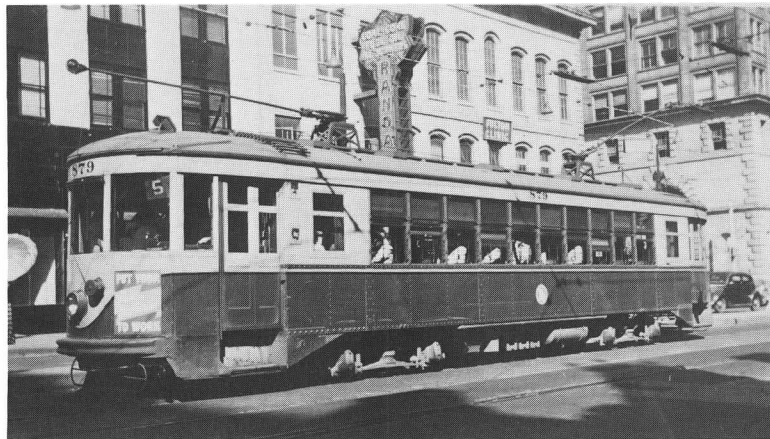
A classic view of the Canadian Capital city of Ottawa shows a sister to the Museum's 854 rolling in front of the reknown Hotel Chateau Laurier in the late 1950's.
K. FARRELL
COLLECTION



One of the three Cambridge Tunnel cars acquired for parts and use as storage space is unloaded at the front of the Museum by crane 0551, a veteran of the same rapid transit line.
JDS

Georgia Power No. 879, a member of the same series as Seashore's car, shown running in the heart of downtown Atlanta.

F. MALONEY COLLECTION



its swampy resting place by a bulldozer. Though the rented bulldozer was so weak it could only jerk the car a foot or so at a time, there was no damage noted after a 100 yard traverse. The car, a 1925 product of the hometown Ottawa Car Company, came to Seashore in June, paying U.S. Customs duties of \$26.73. Deck-roof lightweight cars were very rare and no city had so large a fleet as Ottawa, where the 800's were *the* typical Ottawa car. Restored, 825 will be both a unique exhibit and a good service car.

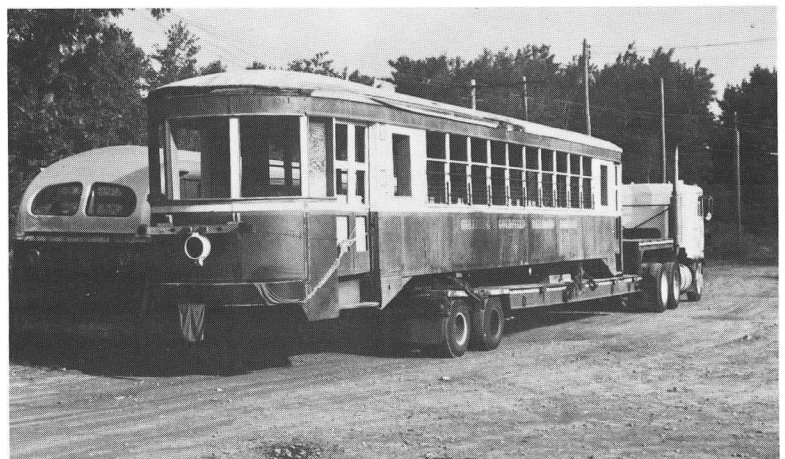
Atlanta 860 series car 352 is known only by the number it carried second hand in Pusan Korea. It was a joint donation to Seashore and the Orange Empire Railway Museum in Perris, California from Las Vegas businessmen Gianni Russo and Anthony Marnell. Orange Empire, originally offered the car, asked that the body be given to Seashore, since it was out of their region of interest. However, they needed the modified Korean narrow gauge trucks for a Los Angeles car body. Cars 860-899 were built to specification for Atlanta in 1927 by Cincinnati Car Com-

pany, the last trolleys ordered for this southern metropolis. This car was one of 52 sold to Korea in 1949, after service ended in Atlanta.

The car was brought back around 1970 for a West Coast museum project, but sold as a Las Vegas restaurant prop when plans fell through. Trucks and volunteers from both Perris and Kennebunkport met in Las Vegas to load the car. For Seashore it was the longest distance trucking project ever undertaken by the museum. The car is believed to be the only survivor of the arch-roof 860 series. Deck-roof

car 948, from a 1926 order, is restored at the Shore Line Museum (formerly Branford) in Connecticut. We hope to learn the identity of 8xx when the restoration process may expose one of the hidden inscriptions widely used by carbuilders to identify components. Seashore has on hand suitable equipment to make this a good service car and a worthy representative of a very important Southern city and company.

Shreveport Trackless Trolley 105 was purchased for the museum by an interested member. Shreveport was among the earliest street car systems to convert entirely to trackless trolleys, one of the longest enduring, and in 1930, only the second in the nation to undertake a trackless operation for regular service. In 1927, Salt Lake City was the first, and initially used experimental coaches made by a firm that did not continue in the business. Thus this initial Brill order, of which 105 was one, was the first sold by an established traction builder. The 30 passenger ca-

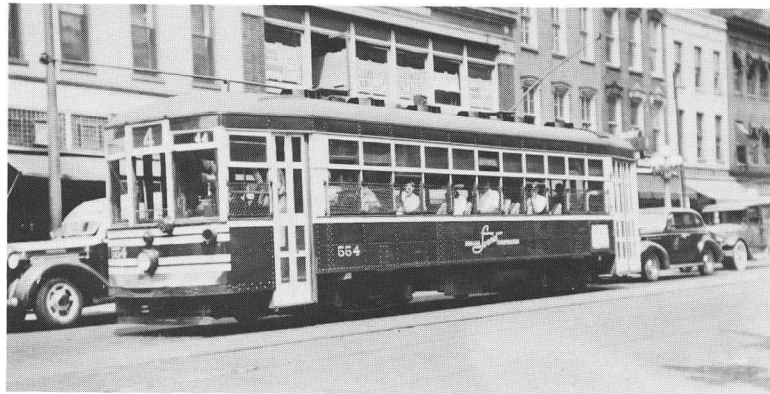


The Atlanta car upon arrival at the Museum, certainly one of the most widely travelled cars ever to arrive, having spent time in Georgia, Korea, Washington, and Nevada.

D. ANDERSON

capacity coaches would be the smallest built, with only a few ordered elsewhere before the 40 passenger model became more popular. Though the coach lacks running gear, a surprisingly large amount of other detail remains for all the years it served as a bayou residence. No. 105 was moved to a temporary storage location in September in the Boston area and will be moved to the Museum when space is available. It will be a prime addition to Seashore's already preeminent trackless trolley collection.

Ft. Wayne/Atlantic City car 299 is an example of a late model lightweight car design custom built for a smaller system. Originally Indiana Service Corporation No. 552, it was one of over 100 matching single and double truck cars purchased in the 1920's to revitalize Fort Wayne's street railways. The car goes by the number it carried in Atlantic City, to which it was sold in 1946. Six Fort Wayne cars were purchased to supplement the city's famous streamlined Brilliner fleet. Reports arrived that it survived as a tool shed in a New Jersey commercial nursery, but was so well hidden from the nearby highway that museum investigators had difficulty locating it, even with precise directions. Nursery owner Joe Voschin agreed to trade the car to the museum in exchange for an old highway van that we were able to supply. Although its body is somewhat deteriorated, most of 299's windows are still whole because Mr. Voschin installed plastic siding to protect them. Many fittings are also intact. Car 299, moved



Indiana Service Corporation Car 554 in downtown Fort Wayne.

H. BANKS



The Museum's Atlantic City Transportation Company Car 299 outside Inlet Carhouse. This car was No. 552 in the Fort Wayne fleet.

K. FARRELL

by flatbed in September, was the last to come to Maine in 1988, except for the non-accessioned subway cars. Built by the St. Louis Car Company in

1925, No. 299 represents two important cities and a unique design, and its condition makes it a most viable candidate for restoration.



A sister to the Museum's No. 105 shown at the Shreveport car barn in the early 1940's. This coach was built in the same year by Brill as Baltimore 6144 pictured on the cover. Note the family resemblance.

E. ROBINSON

A SPECIAL TRIBUTE TO TED SANTARELLI

In late 1987 the Museum was shocked and saddened by the sudden passing of Ted Santarelli, the Museum's founder and President. In addition to Ted's nearly half century of volunteer work at the Museum, and his long career at the Bank of Boston, Ted had recently launched a consulting career which made full use of his unique knowledge. Specifically, he was serving as a special consultant to the Lowell (Mass.) Historic Preservation Commission in their efforts to recreate an authentic period trolley line.

Some years ago, when the Lowell trolley operation was conceived, Lowell commissioned the construction of



*Theodore Santarelli de Brasch
1919-1987*

two open trolleys, patterned after Eastern Massachusetts Street Railway Company 15 bench opens, and very similar to Seashore's Connecticut Company opens. At that time representatives from Seashore and other museum groups pro-

vided much of the technical input, including historic photos and loan of parts to be copied. The cars were built to very high standards by Gomaco Inc., of Ida Grove, Iowa.

The Lowell operation using the Gomaco opens was so successful that the Commission decided to prolong its operating season beyond the summer period for which the open cars were suited. The natural conclusion was to build a closed car. As this project began, Ted Santarelli was engaged as a consultant. Ted quickly suggested the closed car should be patterned after the Bay State/Eastern Mass. 4100 series, which was the classic closed car deployed in cities and towns, including Lowell, throughout the once sprawling system. The project would be helped by having an accurate prototype, namely Seashore's No. 4175, which was obtained as a body some years ago, and was currently undergoing restoration in the Museum's shop.

The Lowell officials accepted Ted's recommendation and awarded the construction contract to Gomaco, the builder of the opens. Ted's job was to assure the historical accuracy of the cars and to advise on

BELOW: U.S. Congressman Chester Atkins presents a plaque dedicating 4131 in Ted Santarelli's memory to his widow, Isolde.

JDS



LEFT: A young trolley enthusiast cuts the ribbon, as Preservation Commission official Sarah Peskin and Congressman Atkins look on.

JDS

other matters which would ensure a safe and reliable car. It was a real labor of love for Ted. As members who were at the museum in this period can attest, Ted diligently plumbed the inner recesses of 4175 for every construction detail. He measured, photographed, and searched out missing components from other cars contemporary with 4175. He regularly commuted to Ida Grove to report his findings, and review work in progress. He returned with a steady stream of photos showing the incredible

BELOW LEFT: Ted Santarelli (right) sits inside 4131 with a Gomaco representative. Note the similarity of this brand new interior to the restored 1907 interior of 4547 on page 8.

BELOW RIGHT: The official Builder's Photo of 4131.
GOMACO

A large contingent of Seashore representatives attended the dedication. Isolde Santarelli, plus sons Thomas (with beard) and Stephen (crouching) are at the center of the photo.
JDS

sight of a brand new semi-convertible emerging in the pristine surroundings of the Iowa workshop. Ted's efforts benefited both Gomaco and Seashore, as on several occasions when parts were being fabricated, he arranged for another set to be made for 4175. Most notably this included the intricate door mechanism for the sliding vestibule doors plus headlights.

By mid-1987 the new car, numbered 4131, one higher than the last car of the specific series being duplicated, was ready and awaiting shipment.



ABOVE: The commemorative brass plaque inside the car officially states the dedication.
JDS



Delivery was held pending completion of track repairs in Lowell which prevented access to the indoor carbarn. Finally in November all was ready, and the car was delivered. Ted was on hand in Lowell to welcome it only a few weeks before his untimely death.

Ted's associates in Lowell were so saddened by his passing that they decided to plan to honor his contribution permanently — by dedicating No. 4131 to his memory. They planned a ceremony hoping for good weather, and were duly rewarded. On a gloriously sunny Saturday morning, June 18, Ted's family, a large contingent from Seashore, and many friends and supporters of the Lowell park gathered for the occasion. U.S. Congressman Chester Atkins, whose district includes Lowell, eulogized Ted and presented a plaque commemorating his contributions to Ted's widow, Isolde, and his sons Stephen and Thomas. Inside the car, an engraved plaque was installed as a permanent record of Ted's efforts.

So Ted Santarelli's legacy

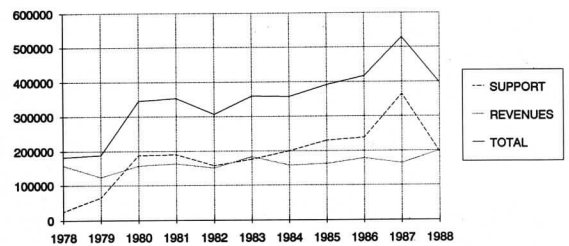
lives to be enjoyed by visitors to trolley operations in both Lowell and Kennebunkport. The Lowell effort will without a doubt be

a benchmark for all future operations as interest in vintage trolley operations is growing from coast to coast. Certainly nowhere in the world is there a more faithful replica trolley running than No. 4131, and that serves as a tribute to the Lowell Historic Commission, to Gomaco, and to Ted, as well as to Seashore's function of preserving the legacy of the street railway industry.

A fitting postscript can be added demonstrating how the influence of Ted and Seashore is continuing to spread. By the spring of 1989 Gomaco had booked orders for new cars from other cities. Included is a contract to produce three vintage closed cars to run on the downtown section of the magnificent new light rail system in Portland, Oregon. The cars will be duplicates of Lowell's No. 4131.

and then deeded to Seashore if this sale and use plan is accomplished. To this end, monies in the Terminal Improvement Fund have been held to pay for the survey of the proposed rail connection. This survey is necessary for approvals from the State Department of Transportation, (for the diagonal crossing of the old Route One), Guilford Transportation, (for the railroad's approval of our

FIGURE 1
SUPPORT AND REVENUES FROM 1978 TO 1988



proposed approach and connection across their property), and York County (for a proposed deed and agreement between all parties suitable for recording in the York Registrar of Deeds office at Alfred). If the transaction is successful, the Terminal Improvement Fund would be repaid from a portion of the sale. Survey work continued in spring 1989.

Meanwhile, the adjacent Biddeford Station project, site of the proposed new North Terminal, continues to develop its property. A 30 foot by 80 foot east side extension to the station building is underway, consisting of a lower level for shop and storage, and an upper level which will serve primarily as a future kitchen area, together with a 20 by 30 foot area to be added as additional restaurant seating to supplement the Great Northern Railway dining car, which will be moved inside; and which will mate with the floor height of the upper level. In 1988, Biddeford Station hosted several rail groups who were interested in the heavy railroad collection stored there, and who also visited the main Seashore exhibit area. Donations received by Biddeford Station are applied to Terminal Improvement Fund projects for the benefit of Seashore.

NORTH TERMINAL REPORT

Negotiations continued in 1988 with the Dead River Oil Company, which may result in the sale of part of the old North Terminal for use as a bulk storage area for rail delivered propane gas. Seashore would gain the use of a rail connection wholly paid for by Dead River,

REPORT OF THE CHIEF FINANCIAL OFFICER

The audited financial statements for Fiscal Year 1988 as submitted by the Museum's independent auditors, Arthur Young and Company, are presented on pages 28 through 32. In 1988 cash support grew, non-cash support declined, and revenues and attendance grew slightly. Figure 1 displays support and revenues over the past ten years. Total income has increased from \$182,232 in 1978 to \$369,549 in 1988, an average annual growth rate of 8.5%. Support, which includes cash contributions, contributions-in-kind, and the value of services contributed by Museum volunteers, has grown from \$24,425 in 1978 to \$195,519 in 1988, an annual rate of 18.5%.

Over the last six years cash contributions have maintained a steady average level, from \$91,867 in 1982 to a high of \$94,630 in 1984, to a low of \$69,495 in 1986, to \$91,562 in 1988. The value of contributed services has increased slightly, from \$58,277 in 1982 to \$71,693 in 1988, after reaching a high of \$104,736 in 1985. Much of this fluctuation is due to the reluctance of some volunteers to complete time reports. Grant support has been sporadic — \$4,938 in 1984, \$26,409 in 1985, \$27,193 in 1986 and none in 1987 or 1988. The significant growth in support has been in contributions-in-kind, or value contributions. They were \$22,460 in 1982, \$37,989 in 1984, \$77,344 in 1986, and \$32,264 in 1988. An

unusually high figure of \$225,440 in 1987 resulted from contribution of a large quantity of spare parts and two flat bed trailers.

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 2.5% a year, from \$157,807 in 1978 to \$201,030 in 1988.

The Museum's total support and revenue income in 1988 was \$396,549, comprising \$292,592 in cash receipts and \$103,957 in non-cash receipts. Non-cash receipts included \$71,693 for the value of contributed services and \$32,264 in contributions-in-kind. The latter included \$2,480 in contributed stock investments, \$7,659 for the purchase and transport of collection items, \$6,111 in spare parts for the vehicle collection, \$5,314 in miscellaneous materials and supplies, and \$10,700 for various equipment. The breakdown of the \$292,592 in cash receipts is depicted in the pie-chart of Figure 2.

Though Museum attendance has declined in past years, attendance increased to 30,524 in 1988 from 30,084 in 1987. Figure 3 displays the 14,019, or 31%, decrease from the 1978 level.

Museum admissions revenue has generally paced the visitor count, dropping an average of 3.3% per year between 1982 and 1985. In 1986 the trend was reversed by a modest increase in attendance and a small admission rate hike resulting in a 14% increase.

FIGURE 2
CASH SUPPORT AND REVENUES IN 1988

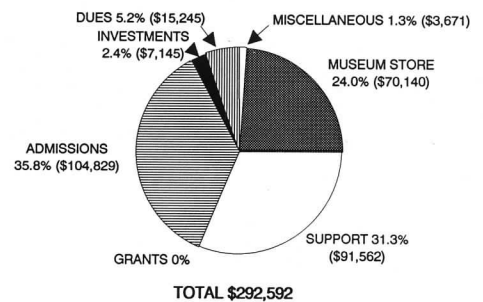


FIGURE 3
ANNUAL MUSEUM VISITORS FROM 1978 TO 1988

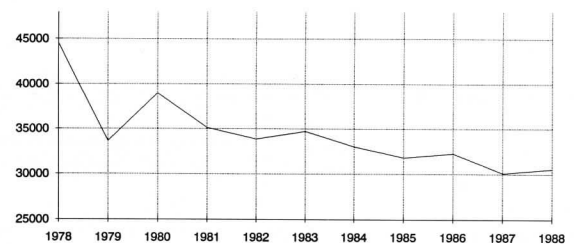
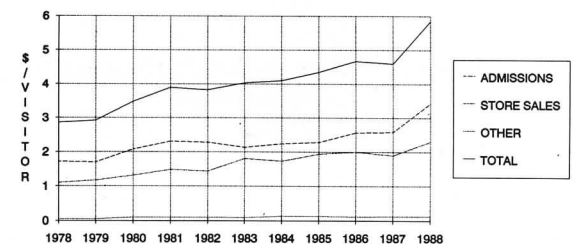


FIGURE 4
AVERAGE INCOME PER VISITOR FROM 1978 TO 1988



In 1988 admission adjustments and increases substantially raised admissions revenue to a new high of \$104,829, a 35.3% increase over 1987 on an attendance growth of 1.4%.

Revenue from Auxiliary Operations, comprising Museum Store on-premise and mail order sales, has fluctuated over the past ten years, but on average has grown 2.4% annually. In 1978, these revenues totaled \$60,146, but dropped to a low of \$53,428 in 1979, rose to a high of \$67,006 in 1983, then dropped again before rising to \$70,139 in 1988, the

New England Electric Railway Historical Society, Inc.

Balance Sheet

Year ended December 31, 1988 (with Comparative Totals for 1987)

Assets	December 31, 1988			1987	
	Current Unrestricted	Current Restricted	Plant	Total	
Current assets					
Cash and equivalents	\$5,259	\$38,485	\$ -	\$43,744	\$31,351
Short-term investments (Note 2)	46,815	46,478	-	93,293	75,817
Accounts receivable	2,214	-	-	2,214	358
Interfund account	-	2,168	-	2,168	26,220
Inventories	41,030	-	-	41,030	34,361
Prepaid expenses	4,422	-	-	4,422	2,312
Total current assets	99,740	87,131	-	186,871	170,419
Fixed assets - net (Note 3)	-	-	606,754	606,754	606,371
Total assets	\$99,740	\$87,131	\$606,754	\$793,625	\$776,790
Liabilities and fund balances					
Current liabilities					
Current portion of long term debt	\$ -	\$ -	\$15,139	\$15,139	\$13,435
Note payable	-	4,750	-	4,750	-
Accounts payable and accrued expenses (Note 6)	42,376	4,779	-	47,155	17,981
Interfund account	2,168	-	-	2,168	26,220
Deferred income	1,720	-	-	1,720	1,870
Total current liabilities	46,264	9,529	15,139	70,932	59,506
Long-term debt (Note 4)	-	-	9,058	9,058	24,291
Total liabilities	46,264	9,529	24,197	79,990	83,797
Fund balances					
Plant fund	-	-	582,557	582,557	568,645
Restricted	-	77,602	-	77,602	75,282
Unrestricted					
Designated by Trustees (Note 5)	36,009	-	-	36,009	18,332
Undesignated, available for general activities	17,467	-	-	17,467	30,734
Total fund balances	53,476	77,602	582,557	713,635	692,993
Total liabilities & fund balances	\$99,740	\$87,131	\$606,754	\$793,625	\$776,790

See accompanying notes to financial statements.

highest level ever.

Total income from public operations, which includes admissions, on-premise store sales, farebox contributions, and other miscellaneous income grew substantially in 1988, to \$178,506, compared to \$138,188 the year before. Earlier years yielded \$150,839 in 1986, \$139,058 in 1985, \$136,182 in 1984, \$139,851 in 1983, and \$129,055 in 1982.

The average income re-

ceived per Museum visitor has increased steadily over the last ten years as shown in Figure 4. In 1978, Museum visitors spent \$2.86 on the average, representing \$1.71 in admissions, \$1.10 in Museum Store sales, and \$0.05 in farebox contributions and miscellaneous income. Ten years later, the average has increased to \$5.85, comprising \$3.43 in admissions, \$2.30 in store sales, and \$0.12 in farebox /miscellaneous in-

come, for an average annual growth of 6.2%. Compared to 1987 the average admission and store sale have risen substantially, by 33% and 21% respectively.

Total functional expenses, representing cash expenses and contributed materials and services used for operation of the Museum, plus depreciation of plant and assets, totaled \$375,907 in 1988 compared with \$501,544 in 1987. These

New England Electric Railway Historical Society, Inc.
Statement of Support, Revenue and Expenses and Changes in Fund Balances
Year ended December 31, 1988 (with Comparative Totals for 1987)

Support and revenue	December 31, 1988			Total	1987
	Current Unrestricted	Current Restricted	Plant		
Contributions and bequests	\$8,215	\$83,347	\$-	\$91,562	\$75,185
Contributions-in-kind (Note 1)	11,260	10,304	10,700	32,264	225,441
Contributed services (Note 1)	68,919	-	2,774	71,693	64,543
Membership dues	15,245	-	-	15,245	15,407
Admissions	104,829	-	-	104,829	77,495
Investment income	5,875	250	-	6,125	5,808
Realized gain on investments	-	269	-	269	1,818
Unrealized gain (loss) on invest.	628	123	-	751	(3,171)
Miscellaneous	3,671	-	-	3,671	7,547
Revenue from auxiliary operation	70,140	-	-	70,140	58,582
Total support and revenue	288,782	94,293	13,474	396,549	528,655
Expenses					
Program expenses					
Curatorial and exhibits (Notes 1 and 6)	136,796	67,051	11,978	215,825	361,391
Support expenses					
Membership	12,987	-	1,089	14,076	11,947
General and administrative	75,553	771	4,276	80,600	78,602
Fund raising	5,376	1,215	-	6,591	4,968
Total support expenses	93,916	1,986	5,365	101,267	95,517
Auxiliary operation	50,943	2,219	5,653	58,815	44,636
Total expenses	281,655	71,256	22,996	375,907	501,544
Excess (deficit) of support and revenue over expenses	7,127	23,037	(9,522)	20,642	27,111
Fund balances, beginning of year	49,066	75,282	568,645	692,993	665,882
Expenditures for					
Property and equipment	(4,550)	(5,355)	9,905	-	-
Debt retirement	-	(13,529)	13,529	-	-
Other	1,833	(1,833)	-	-	-
Fund balances, end of year	\$53,476	\$77,602	\$582,557	\$713,635	\$692,993

See accompanying notes to financial statements.

are further detailed in the statement of functional expenses on page 31.

In 1988, \$13,529 was expended for principal payments for retirement of the Visitors Center mortgage along with \$3,687 interest for a total of \$17,216, of which 97% was contributed by the membership and the public.

In addition \$9,905 in cash was expended in 1988 for the purchase of capital equipment

and for capital improvements. These included \$1,675 for continuing construction of the Visitors Center, \$2,874 for miscellaneous equipment including lawnmowers, radios, and a trailer, \$4,356 for carbarn construction, and a \$1,000 down payment on the Butler land purchase completed in 1989.

The Unrestricted Fund balance was \$53,476 at year end 1988, including \$36,009 in funds designated by the Board

of Trustees for special purposes and \$17,467 in undesignated funds. The year end Restricted Fund balance was \$77,602, representing funds donated for specific purposes and programs. The Plant Fund balance was \$582,557, which represents the book value of all Museum property, buildings, and capital equipment less the outstanding debt payable of \$24,197 for the mortgage on the Museum's Visitors Center.

New England Electric Railway Historical Society, Inc.
Statement of Cash Flows - Unrestricted Fund
Year ended December 31, 1988 (with Comparative Totals for 1987)

	1988	1987
Cash flows from operating activities		
Excess of support and revenue over expenses	\$7,127	\$954
Adjustments to reconcile excess of support and revenue over expenses to net cash provided by operating activities:		
Unrealized (gain) loss on investments	(628)	2,010
Changes in assets and liabilities:		
Accounts receivable	(1,856)	2,472
Inventories	(6,669)	(3,971)
Prepaid expenses	(2,110)	(1,786)
Accounts payable and accrued expenses	26,797	(1,069)
Deferred income	(150)	(3,885)
Other	1,833	985
Net cash provided (used) by operating act.	24,344	(4,290)
Cash flows from investing activities		
Short-term investments	5,058	(9,361)
Capital expenditures	(4,550)	(25,079)
Net cash provided (used) by investing activities	508	(34,440)
Cash flows from financing activities		
Amounts (paid to) rec'd from other funds	(24,052)	28,163
Net cash provided (used) by financing act.	(24,052)	28,163
Increase (decrease) in cash and equivalents	800	(10,567)
Cash and equivalents, beginning of year	4,459	15,026
Cash and equivalents, end of year	\$5,259	\$4,459

Supplemental disclosure of cash flow information

Interest paid	\$3,687	\$5,211
---------------	---------	---------

See accompanying notes to financial statements.

New England Electric Railway Historical Society, Inc.
Notes to Financial Statements
December 31, 1988 and 1987

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.

Statement of Cash Flows: During 1988, the Society

adopted the provisions of Statement of Financial Accounting Standards No. 95, *Statement of Cash Flows* and, accordingly, restated the previously reported statement of changes in financial position for 1987.

Income recognition: Current restricted contributions are recognized as revenue in the period received. Unrestricted revenue derived from membership dues is recorded over the period to which the dues relate. Membership dues received that relate to future years are recorded as deferred income.

Contributed services and materials: The significant amount of time contributed by unpaid volunteers which is controlled by the Society and necessary for the development, maintenance and operation of its functions is valued at amounts which would have been spent had the volunteers not been available. The value of the contributed services was \$71,693 and \$64,583 in 1988 and 1987 respectively. Of such amount, \$2,774 (\$2,348 in 1987) 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 recorded similarly as contributions-in-kind. Such category included \$10,700 (\$12,000 in 1987) which was capitalized and the remainder charged to functional expenses, including approximately \$22,000

New England Electric Railway Historical Society, Inc.
Schedule 1: Functional Expenses
Year ended December 31, 1988 (with Comparative Totals for 1987)

	1988						1987 Total Expenses	
	Program Curatorial & Exhibits	Support Expenses Member- ship	G&A	Fund Raising	Auxiliary Total Operation	Total Expenses		
Salaries	\$36,862	\$ -	\$13,184	\$ -	\$13,184	\$4,226	\$54,272	\$52,213
Employee Benefits	1,522	-	1,077	-	1,077	-	2,599	2,954
Payroll Taxes	3,514	-	1,228	-	1,228	398	5,140	4,865
Total salaries and related exp.	41,898	-	15,489	-	15,489	4,624	62,011	60,032
Contributed services	50,486	1,279	11,845	4,722	17,846	587	68,919	62,158
Professional fees	-	-	9,024	-	9,024	-	9,024	10,159
Utilities	13,918	1,058	4,735	-	5,793	858	20,569	19,721
Postage and shipping	396	1,836	831	83	2,750	692	3,838	3,393
Printing and publications	-	6,881	2,052	-	8,933	-	8,933	2,779
Conservation & maintenance	57,505	-	11,570	-	11,570	-	69,075	231,816
Taxes and fees	-	-	747	-	747	243	990	565
Insurance	8,322	-	4,303	-	4,303	1,278	13,903	10,822
Advertising and public relations	-	-	10,465	-	10,465	-	10,465	12,080
Travel	-	-	2,068	-	2,068	-	2,068	770
Membership fees	-	-	1,528	-	1,528	-	1,528	1,439
Equipment rental	23,737	-	-	-	-	-	23,737	16,722
Supplies	1,368	1,084	1,624	1,786	4,494	1,233	7,095	12,782
Interest	922	-	-	-	-	2,765	3,687	5,211
Miscellaneous	5,295	849	43	-	892	-	6,187	2,582
Cost of goods sold	-	-	-	-	-	40,882	40,882	27,564
Total exp. before depreciation	203,847	12,987	76,324	6,591	95,902	53,162	352,911	480,595
Depreciation	11,978	1,089	4,276	-	5,365	5,653	22,996	20,949
Total expenses	\$215,825	\$14,076	\$80,600	\$6,591	\$101,267	\$58,815	\$375,907	\$501,544

(\$189,000 in 1987) in parts and collection objects shown under program expenses - restoration and maintenance.

Short term investments: Investments are carried at market value.

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 capi-

talized 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.	\$ 28,769	\$ 44,108
Common stocks	18,046	2,370
	\$ 46,815	\$ 46,478

3. Fixed assets

Fixed assets at December 31, 1988 were as shown in the following table:

	Accumulated		Net
	Cost	Depreciation	
Land	\$ 48,970	\$ -	\$ 48,970
Land Improvements	39,900	20,287	19,613
Building and improvements	403,481	106,515	296,966
Track and wire	162,351	56,282	106,069
Machinery and equipment	134,560	99,296	35,264
Construction-in-progress	<u>99,872</u>	<u>-</u>	<u>99,872</u>
	\$ 889,134	\$ 282,380	\$ 606,754

Depreciation expense was \$22,996 and \$20,949 in 1988 and 1987, respectively.

4. Long term debt

Long-term debt consisted of the following at December 31, 1988:

Mortgage loan payable to the Ocean National Bank; secured by land and a building with interest at 12%, payable in monthly principal and interest installments of \$1,435 through June 1990 \$ 24,197

Less current portion 15,139
\$9,058

Current maturities of long-term debt are as follows at December 31, 1988:

1989 \$15,139
1990 9,058

5. Designation of unrestricted funds

At December 31, 1988, unrestricted funds had been designated by the Board of Trustees for the following purposes:

Restoration of vehicle collection \$10,481
Museum development 360
Purchase and development of exhibits 10,017
Endowment fund 15,151
\$36,009

6. Subsequent event

In March 1989, the Society purchased real estate adjacent to its existing property for approximately \$150,000. Such

The Officers and Trustees

New England Electric Railway Historical Society, Inc.

We have audited the balance sheet of New England Electric Railway Historical Society, Inc. at December 31, 1988 and the related statements of support, revenue and expenses and changes in fund balances and cash flows for the year then ended. These financial statements are the responsibility of the Society's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with generally accepted auditing standards. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the statements referred to above present fairly, in all material respects, the financial position of New England Electric Railway Historical Society, Inc. at December 31, 1988 and the results of operations and cash flows for the year then ended in conformity with generally accepted accounting principles.

Our audit has been made primarily for the purpose of expressing an opinion on the basic financial statements taken as a whole. The accompanying additional information (Schedule 1) 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 procedures applied in the audit 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

June 22, 1989, except as to Note 6, as to which date is August 9, 1989

purchase was financed primarily by loans from Society members and others, bearing interest at 7% and payable over fifteen years.

In April 1989, the Society received notice that it was in violation of the United States Environmental Protection Agency's regulations concerning polychlorinated biphenyls

(PCB's) in its electrical transformers. A complaint and penalty has been levied, which is currently under negotiation, and the Society has begun taking action to dispose of and replace the transformers. Costs related to these matters are estimated to be approximately \$25,000 and have been charged to unrestricted operations in 1988.

Land owned by Biddeford Station. Seashore has deeded access for track and parking.

Biddeford Airport

Atlantic Shore Line right of way/Granite Street

Parcel taken by City of Biddeford in 1987, returned in 1989

Proctor Rd.

BIDDEFORD

U.S. Route 1

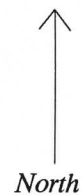
B&M Main Line

ARUNDEL

Route 1A

CMP Power Line

KENNEBUNKPORT



Planned 1989 end of line

Proposed site of turning loop and Talbot Park

End of main line 1988

ARUNDEL

SEASHORE REAL ESTATE HOLDINGS

The year 1988 saw significant activity in Seashore's real estate holdings, making this an appropriate time to summarize the Society's land. The black areas on this map approximate Seashore's property.

The Museum's land extends into Kennebunkport, Arundel, and Biddeford. The main north-south axis forms the border between Arundel and Kennebunkport and is part of the right-of-way of the Kennebunkport/Biddeford line of the Atlantic Shore Line interurban, which last ran in 1926. This right-of-way plus the stretch running to Route 1 provide the potential for a four mile main line for the Museum, should funds be raised to construct roadbed, track, power distribution, plus for the necessary maintenance of both track and rolling stock.

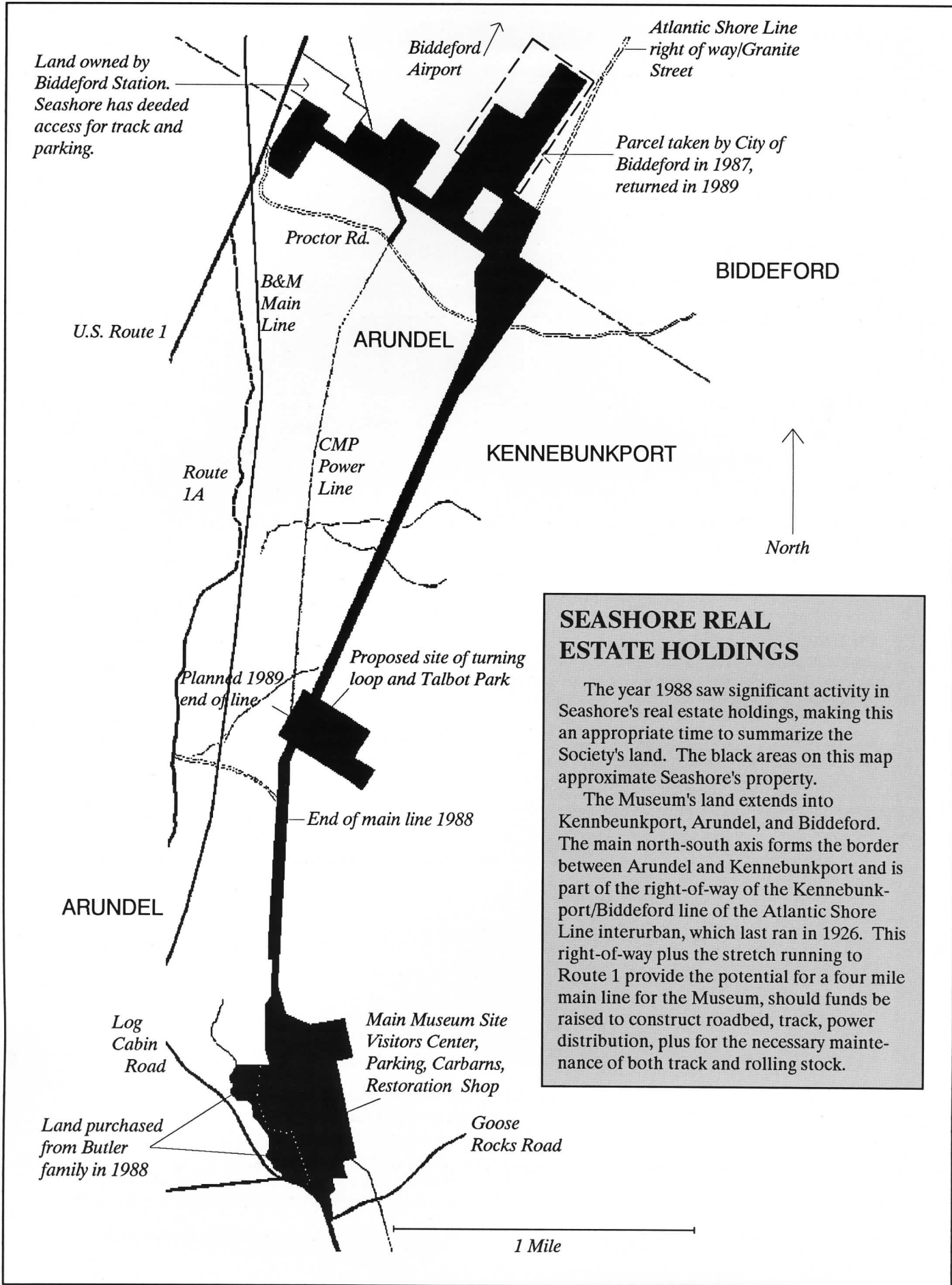
Log Cabin Road

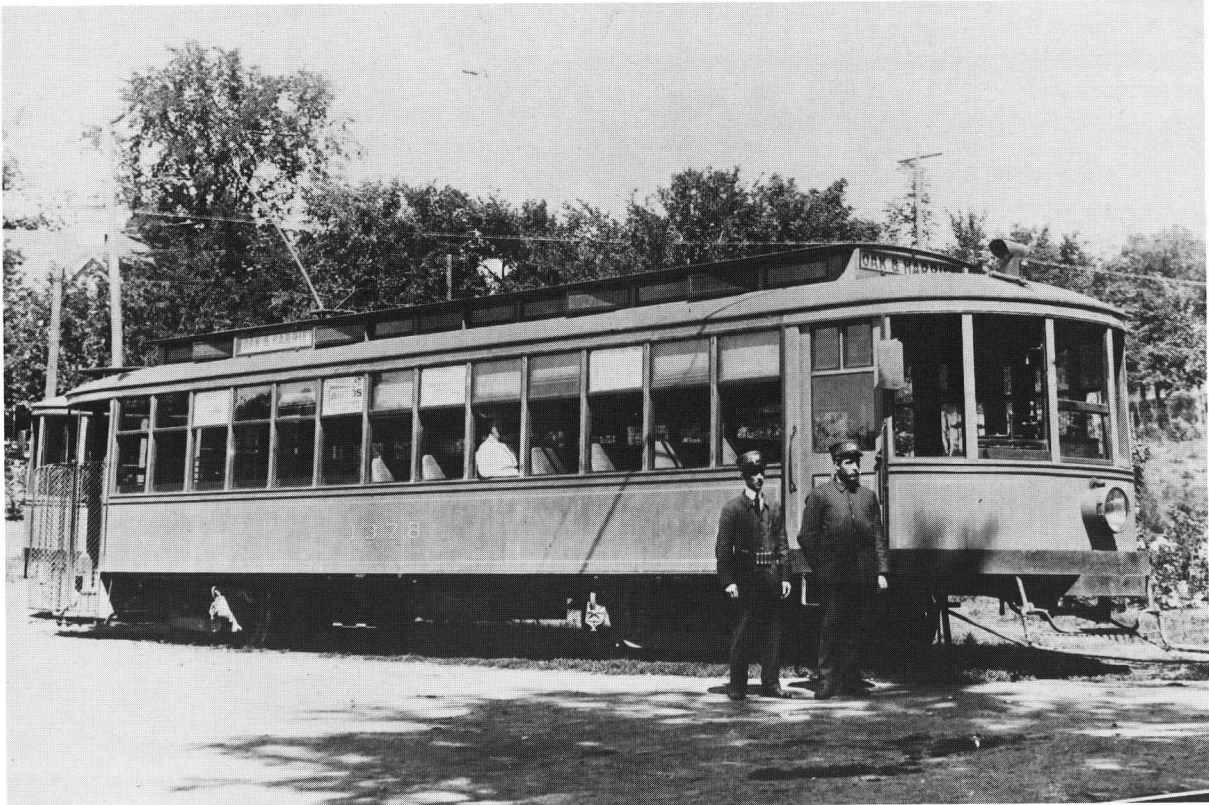
Main Museum Site
Visitors Center,
Parking, Car barns,
Restoration Shop

Land purchased from Butler family in 1988

Goose Rocks Road

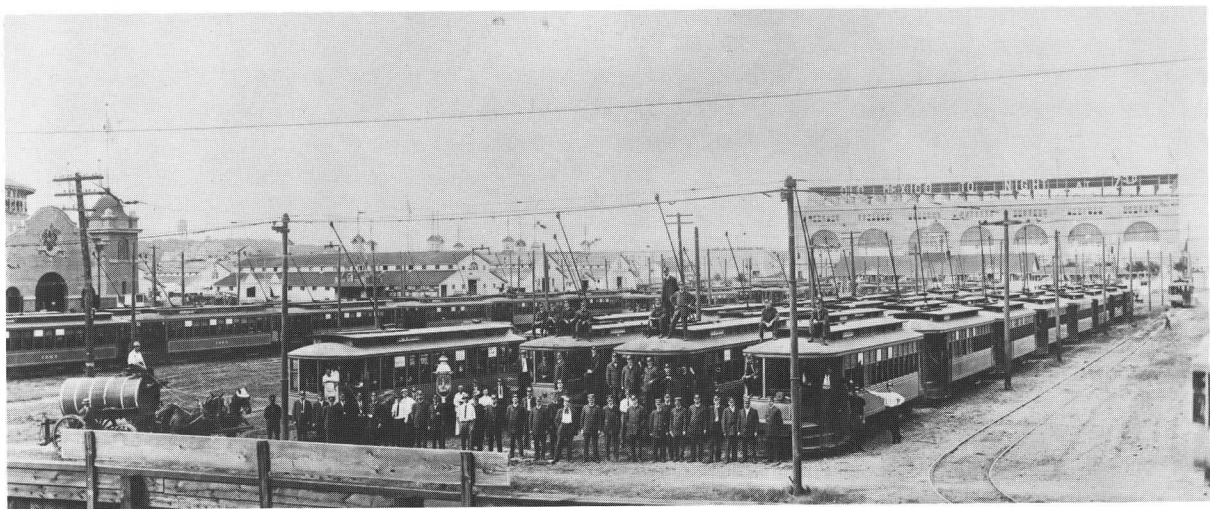
1 Mile





The photo which is inspiring the restoration of Twin cities 1267. This shot of sister Gate Car 1378 features the project sponsor's grandfather (right) as motorman in the World War I era. The cars in this period were configured as two man cars, lacking the front exit door which 1267 had when it arrived at Seashore. Rebuilding back to this period was well underway by the end of 1988.

D. ANDERSON COLLECTION



Easily forgotten today is the massive role the street railway industry once played in urban America. This view, circa 1912, shows more than three dozen gate cars waiting outside the Minnesota State Fair. The Museum's 1267 is at the extreme left edge of the view. In pre-auto days large public events such as fairs, sports events, and amusement parks were made possible by the electric streetcar and prospered once streetcars were in widespread use. Preserving this important part of the nation's past for future generations is the task the Seashore Trolley Museum has set for itself.

Wright Studios Photo, MINNESOTA HISTORICAL SOCIETY