

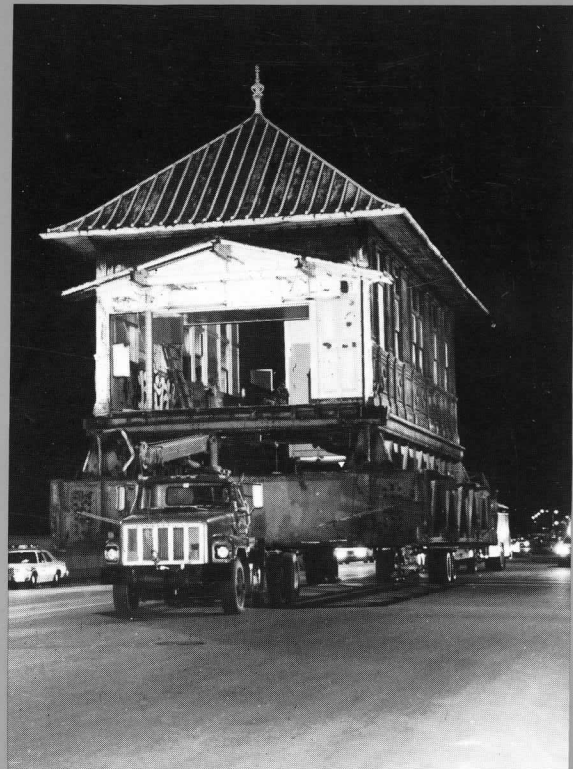


1939 - 1989
50 Years of Historic Preservation



New England Electric
Railway Historical
Society, Inc.

1989 Annual Report



New England Electric Railway Historical Society, Inc.

Founded in 1939 by Theodore F. Santarelli de Brasch

The Seashore Trolley Museum

The Museum of Mass Transit

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

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Front Cover

A medley of 1989 highlights: Upper left, on July 4, the Portland People's Community Concert Band played for the 50th Anniversary unveiling of a plaque, shown below, commemorating the Museum's founders. At lower right, Northampton Station begins its journey to Maine as it heads down Albany Street in Boston, toward temporary storage at an MBTA garage. At lower left, New Orleans 966 glistens in final colors as it nears completion in the Museum shop.

C. Woolnough (2), B. Clarke, D. Anderson

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CHAIRMAN'S REPORT

As one of the most active and progressive years in the Museum's history, 1989 proved a very fitting start to the Society's two year 50th Anniversary celebration. Also, the year marked the Society's return to professional management using an innovative arrangement to retain a full time Museum Director. Other highlights of the year were major progress on the long planned extension of the Museum's main line, the start of the move of Northampton elevated station from Boston, and a second straight year of increased visitor attendance. Progress across a wide range of projects and some noteworthy acquisitions capped the year's activities. A full report follows.

It was June of 1939 when the group of enthusiasts made the decision which started the worldwide preservation movement — the plan to purchase Biddeford & Saco open car number 31. A half century later, the year 1989 was devoted by Seashore to commemorating this pioneering decision and the extensive progress made over the intervening five decades. As illustrated elsewhere in this report, the July 4th weekend was one to be remembered. Seashore members from far and wide visited, examined the developments, and renewed acquaintances. A brass commemorative plaque listing the founders was unveiled and 160 members and guests attended a banquet at the Shawmut Inn

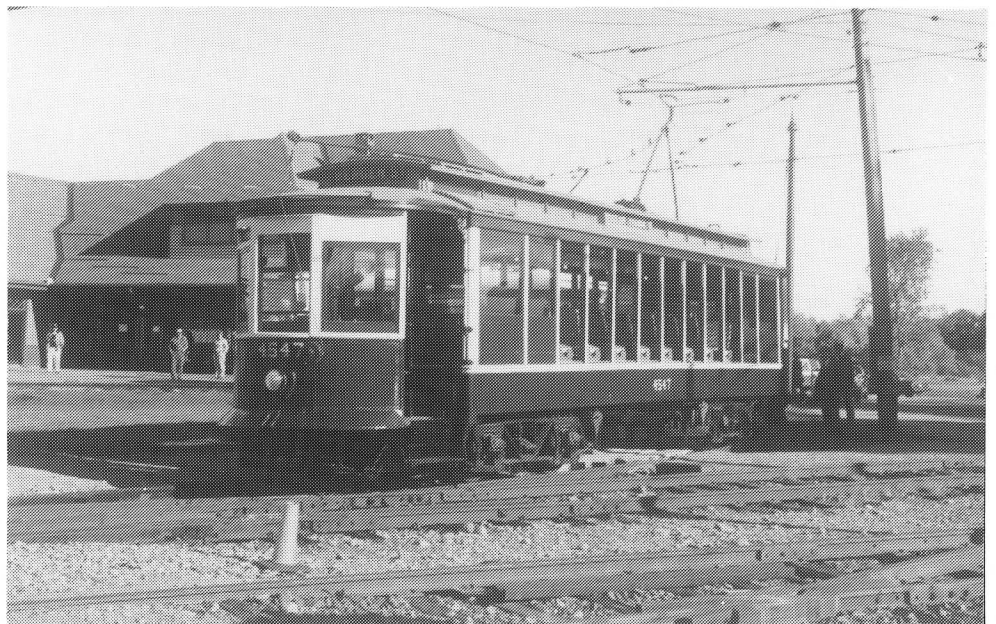
to celebrate Seashore's half century of development. Community Recognition Day followed on July 4th as the Museum hosted a large and happy crowd of local well-wishers.

The extensive publicity for the celebration helped boost visitor attendance. In total the year saw a four percent increase over 1988, accompanied by impressive income gains — 44 percent in the Museum Store and 21 percent overall. The gains were particularly rewarding given that the Kennebunkport area as a whole reported visitor decreases, the opposite of what had been expected in President Bush's first year in office. Apparently the widespread forecasts of a tourist influx to see the summer White House backfired by frightening other potential and regular visitors away. If this trend reverses in 1990 and local visitor counts increase, it could bode further gains for Seashore.

Among the Society's firsts in the transportation museum field was being the first to retain a full time paid director in the 1950s when Dwight B. Minnich was retained, and then again in the 1970's when Richard T. Lane, Jr. assumed the position. Unfortunately, budget constraints several years ago led to the reluctant discontinuance of the position after Director Lane retired. In subsequent years a dedicated core of volunteers struggled to hold the increasingly complex daily operations together in their spare time. By early 1989 it was clear that this approach was simply no longer viable. Happily, at the same time, our long-time Superintendent of Car Restoration and Maintenance was ready to change careers from a combination of full-time teaching and part-time Seashore to full-time Seashore, meaning an excellent candidate for Museum Director was available.

As funding the Director's

*Brooklyn
Convertible 4547
is a favorite on
summer days, as
the open side
panels readily
admit warm
breezes. Here it is
shown heading
out from the
Visitors Center.
B. CLARKE*





Connecticut Open 303 shown pausing to pick up the staff allowing it to proceed out the main line. Use of the staff is a safety measure adopted in 1989.

F. MALONEY

position remained a problem, a compromise developed in which Donald Curry would split his time between the posts of Director and Shop Superintendent. The Shop position would continue to be paid from the generously contributed Restricted Fund restoration funds. The remaining balance would come from the Society's general funds. Though we could well use his skills full time in both positions, this compromise provided a viable way to move back to professional direction. By year end it was clear to all that this was a most positive development.

The year also saw progress in another important arena. For years, one of the most frequent requests from members and visitors alike has been for a longer ride, meaning an extension to the Museum's main line. In 1989 major progress was made to make this wish a reality. Strong financial support from the Museum mem-

RIGHT: Lehigh Valley parlor car 1030, with its carpeted floor and plush seating frequently appears for special visitors or extra-fare trips.

D. BLACK

bership resulted in about \$14,500 being available to the project. With these funds, and with a tremendous outpouring of volunteer labor, 1200 feet of track was assembled over the summer and fall. For the first time, rail extended around the curve at

the end of the long tangent, making the total length of the line about one and a half miles.

To make the track usable, huge amounts of crushed rock ballast would be required to level the track and provide proper drainage. Approaches for donations were made to two outside suppliers of stone, and both were met with very handsome gifts. From Tilcon, Inc. of New Britain, Connecticut, came the donation of 1200 tons of crushed rock, worth about \$14,000. Seashore had only to pay for transport from their local pit, which

amounted to about \$3,600. This donation was joined by one from Dayton Sand and Gravel, of several thousand dollars more stone, delivered free to our property. The Museum extends its thanks to both of these firms for their generous and timely support.

Museum members promptly spread the gravel on the new track, using locomotive 300 and a railroad hopper car. The Museum's Boston bottom-dump car would be the ideal equipment for this task, but it is currently on lease to Boston's MBTA, who has been using it for several years to spread ballast on their rapid transit and streetcar lines. The railroad hopper, which would not fit in Boston subways, was made available to us by the MBTA in exchange. Using the hopper, all but the final 200 feet of the extension had ballast by year end. Tamping and final alignment will follow in 1990.

The Museum's line crew strung overhead wire over the new track after erecting num-



erous poles, including steel poles set in concrete around the curve. Interestingly, several pole sites were on top of rock ledge, which would have required blasting to make holes, had Seashore crews not found the original holes dug when the Atlantic Shore interurban was built at the turn of the century. Find them they did, and another bit of the Atlantic Shore history was put back in service.

The current objective of the extension is to reach the 30 acre parcel of land donated to the Museum by the Talbot family in 1981. Plans call for building a turn-around facility and park at this site. The highest point on the Museum's property, the spot is an ideal one for a picnic area and for an observation tower, from which both the ocean and inland mountains would be visible. A virtually new track loop is on hand awaiting installation. A priority for 1990 will be final surveying and layout of the Talbot site, then necessary fund raising and construction of the loop. Once completed, this facility will not only provide a fitting and interesting destination for our visitors, it will also engender an instant increase in the Museum's operating fleet. About 10 of Seashore's most attractive restored cars are "single end" cars which can only operate on a line with turning facilities at both ends. To date, the lack of a loop has restricted easy operation of many of these cars, a situation which should soon change.

As described a year ago, in early 1989 Seashore was cho-

sen in a three-way competition to receive the historic Northampton Street Station from Boston's Orange Line elevated. This well preserved structure, which became surplus after the closing of Boston's last elevated line in 1987,

is an elegant copper clad building designed by the noted architect Alexander Wadsworth Longfellow, Jr. Seashore's interest lay in preserving the station as an operating exhibit — a station for high platform rapid transit cars. It would also be a tribute to the role elevated railways played in development of large American cities and provide a facility which would allow handicapped persons to have access to our cars.

Moving the 100 ton structure 95 miles from Boston to Kennebunkport by a combination of land and sea became the most complex move in the Museum's history. A major campaign to attract institutional and corporate funding to aid in re-erecting the station was getting underway as this report went to press. Further details can be found elsewhere in this report.

Another project brought to fruition in 1989 was a major land acquisition — the vital 17 acre parcel of road frontage land adjacent to the Museum which had come on the market in late 1988. Having a secure buffer around the Mu-

seum is essential to Seashore's security and development. Several sister Museums have suffered greatly for lack of such space. As recounted previously, the surprise sale of this land by a Museum member resulted in a feverish pro-

Line car 4 and the Burro crane help erect new doors at the south end of Riverside Barn.

D. BLACK



ject to negotiate the purchase and to raise the funds needed to finance the agreed upon \$150,000 price.

In response to a major volunteer effort to solicit the funds, the Museum's membership provided over \$160,000 to fund the purchase and to start improvements. Over 120 members and friends provided

Volunteers apply a fresh coat of stain to the Visitors Center, as part of a complete job done in 1989. JDS

nearly \$16,000 in donations and over \$145,000 in loans. The loans are 15 year unsecured notes at a rate of 7%, which represents a considerable saving to the Museum over bank rates. This tremendous vote of support for Seashore's future enabled the purchase to be completed in late March. Since then considerable research has gone into determining the viability of converting the house on the property into a rental unit to help defray the debt servicing.

without incident. A most welcome side benefit to having borrowed from members was the potential that some members might forgive the loans before maturity. In fact, by year end loans representing seven percent of the total had already been forgiven by members, meaning a significant reduction in the financial burden. Should more members take this extremely generous step in the future, the financial weight of this most valuable purchase will indeed

be eased. The Museum can only reiterate its deepest thanks for the support provided by its membership throughout this project.

The only other long term debt held by the Society is the 10 year mortgage used to finance construction of the Visitors Center, one

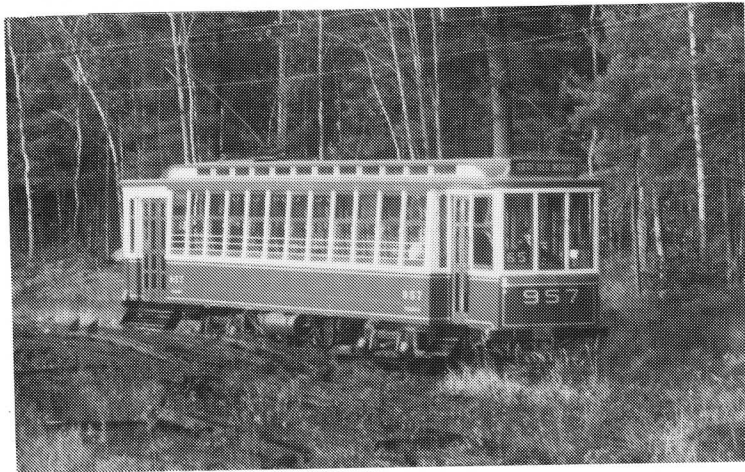
which has been paid in large part by a continuous flow of member contributions. As this loan nears its June 1990 final payment date, plans are being made for a suitable ceremony to mark the retirement of the Museum's first large scale debt.

Meanwhile, development of the Visitors Center continues. In 1989 the exterior of the building received a large dose of labor, as it was repainted from top to bottom by the steady efforts of a large number of volunteers. Inside, more wall board was installed in the store and corridors and

installation of improved lighting began. The orientation room, the subject of intensive volunteer efforts a year earlier, was again set up to house exhibits and a video orientation program.

But some of the largest changes were concentrated away from the public view. Following the new Director's appointment, the Museum's office took up permanent residence on the second floor of the Visitors Center, moving from summer quarters in Tower C and winter quarters in the bunkhouse. The Director's office, overlooking the Visitors entrance, was finished and fully equipped. The Museum's computer, housed temporarily at a member's residence since its purchase several years ago, was installed and promptly brought into use, as an increasing number of staff members and volunteers developed computer literacy. Erection of wallboard and work tables enabled a large workroom to be set up outside the office to house files plus duplicating and mailing equipment. The Board Room received finishing touches and now doubles as an office and reception area. A new, efficient heating system ensured that the office complex can be operated year round at an affordable cost, and can serve as an appropriate facility for greeting our outside contacts.

Late in the summer a different type of addition came to the Visitors Center, one which will add a new dimension to our public's experience — the arrival of a period music ma-



A handsome survivor of Montreal's once great tramway network, Montreal 957 makes a special trip for some Quebecois visitors.

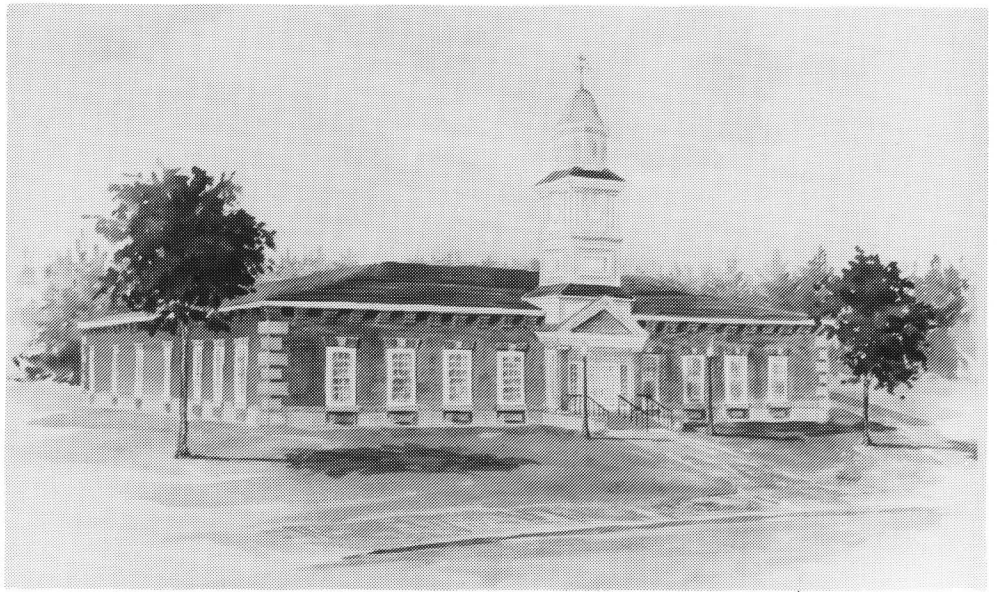
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Though more analysis is underway, initial indications are that too much work is needed to make this a money-making proposition, especially in the currently depressed housing market.

Meanwhile, the Trustees authorized a 25 cent surcharge to Museum admission prices to be devoted to paying this debt, and in 1990 this will cover the bulk of the payments. Museum members prepared a computer system to record and prepare the repayment checks and the first three quarterly payments were made to lenders on time and

chine. Thanks to Richard Stride of Biddeford, whose father sold the Museum car No. 31 in 1939, we have the long-term loan of a very appropriate operating exhibit. It is a Wurlitzer Style 146A Carousel Band Organ dating from the 1920's. A belt driven mechanical marvel, which plays music from punched rolls, this machine helps build a festive period ambience for our operation.

Another important Museum function is to develop library facilities to make the many important collections owned by Seashore available to the public. This project was given extra impetus by the 1988 donation of McGraw-Hill's archive collection of the transit publications which were the founding publications of that company. Following this donation, library developments advanced in two spheres. First, a renewed volunteer effort worked to bring catalogs of collections on hand up to date, a daunt-



An artist's rendering of the Museum's proposed library building. Funding is being sought to make this project a reality.

SACO RIVER ARCHITECTS

ing task as much high quality and important material has been received in recent years. Second, a long term plan was developed for a completely new library building. Architectural plans and renderings were prepared and now serve as a basis for fund raising efforts to make this project a reality.

At 1989 costs, completion of this project will require \$1.5

million. As raising this sum will likely take some time, mid-range concepts for modest cost improvements to the existing Library building have been developed to make the building comfortable and functional.

Development of other Museum buildings continued in 1989. Riverside Barn saw near completion of the south end of the building with construction of a new end gable and erection of two large sets of doors fabricated with an earlier Institute of Museum Services grant. Fairview Barn also progressed with the installation of side sheeting the length of the northern side of the building. As well, an outdoor track was constructed along this new wall providing access to the spare car trucks stored there and storage space for some of the more recently arrived exhibits. It is hoped that funding available will soon allow the start of construction of a "lean-to" addition on the southern side of Fairview



A vital task at Seashore is acquiring parts for our operating cars and for incomplete cars awaiting restoration. An active group of members constantly seeks available parts, often resulting in scenes such as this — a well stocked trailer just in from Boston.

JDS

Barn to house another two full tracks of cars. Also in 1989, Central Barn was filled to capacity as a number of buses and trackless trolleys moved into the final bay of the previous "lean-to" addition to that building. All of these developments have helped bring the Museum closer to its goal of properly housing all vehicles in its priceless collection. However, much work remains to be done as the collection grows.

Perhaps the most noteworthy facilities expansion project of 1989 began late in the year in the Restoration Shop. As described in detail in the Restoration Report, a 1988 grant from the Casey Albert T. O'Neil Foundation of St. Paul is underwriting a major expansion and improvement of the Shop. When completed, the building's year round productivity will be enhanced, more work space will be available, and an expanded Visitors gallery will allow the public to experience the work being undertaken. The Museum's thanks go to the O'Neil Foun-

Included in the year's improvements to the Visitors Center is a new fire alarm system.

D. BLACK

dition for this support to Seashore's core activity — restoring and maintaining its exhibits.

In 1989 the Museum also continued to enjoy the ongoing support of the Sutherland Dows Foundation for Crandic interurban car 118, our first permanently endowed car.

A seldom noticed but critical aspect of the Museum's infrastructure is the electrical distribution system which carries A/C power around the property. Major steps were taken in 1989 to upgrade this facility and to bring it in line with today's stringent environmental regulations. A number of old transformers containing insulating oil high in hazardous PCBs were

slated for removal before new anti-PCB environmental regulations take effect in fall 1990. All small transformers containing PCBs were disposed of by a licensed disposal contractor then two firms made generous donations to help with the project. The Central Maine Power Company donated six 100KW transformers



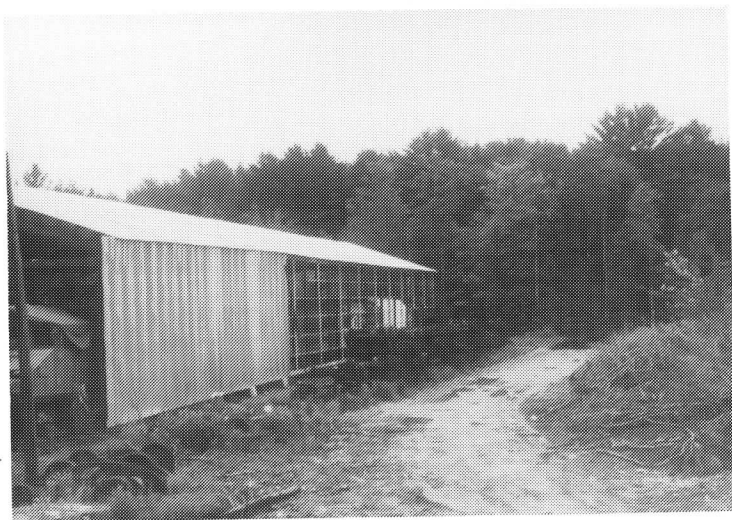
along with mounting and connecting gear valued at \$5,500 to enable modernizing the AC feed to the Museum's substation. Similarly, General Electric of Waltham, Massachusetts, and Schenectady, New York, donated the disposal of the nearly 500 gallons of PCB oil in the current substation transformer. It is planned to put the new transformer installation into service in 1990, after which the remaining contaminated transformer will be removed and safely discarded.

An activity welcomed by Seashore is the opportunity to participate in events with other organizations, particularly the transit operators whose heritage the Museum preserves. In 1989, such programs included Seashore vehicles going to both Boston and Quebec.

The activities began in April when the Massachusetts Bay Transportation Authority in Boston contacted the Museum inviting its participation in National Transit Appreciation Day ceremonies planned for May 17. The MBTA requested involvement in two ways: the loan of Eastern Mass bus 478 to display at City Hall Plaza at Government

Side sheets were applied to Fairview Barn. By year end the wall was complete, and a storage track had been built to the right.

JDS



Center, and the use of Type 5 5734, already on long-term lease to the MBTA, in a display of old equipment at Park Street and to provide rides for dignitaries. Seashore enthusiastically welcomed both activities. A crew of 22 volunteers quickly spruced up bus 478 cleaning it, repairing it, and giving it a new paint job.

Meanwhile, an all Seashore-member crew of MBTA employees operated 5734, including giving Massachusetts Governor Michael Dukakis a ride from Park St. to Boylston Stations. Seashore members were on hand at both Government Center and Park Street to answer questions and distribute museum information

in what was a most successful day for both organizations.

Later in the year, bus 478 journeyed to Boston again for display in an Open House for employees of the MBTA's Everett Shops. An international flavor was added in the fall when transit officials from Quebec City requested the presence of Biddeford & Saco

SEASHORE EXHIBITS IN BOSTON

In 1989 Seashore twice participated in MBTA-sponsored events in Boston using Eastern Mass. bus 478 and Type 5 5734. For the first, Transit Appreciation Day in May, a group of volunteers gave 478 a paint job, just in time for the trip. It was displayed on City Hall Plaza in Boston, together with a brand new RTS bus. Nearby, in Park Street Station, 5734 joined a display of T work cars and carried dignitaries, including Massachusetts Governor Michael Dukakis, to Boylston Station. Bus 478 later journeyed to Boston again to take part in an Open House for MBTA employees at Everett Shops.

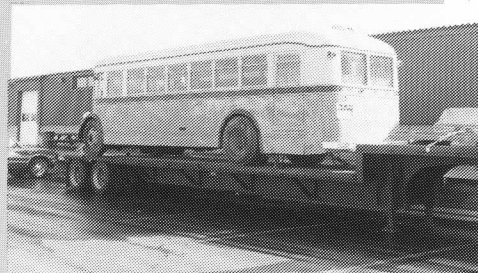
ABOVE RIGHT: Our 5734 at Park St. with members/T employees D. Cohen & R. Tobin.

JDS

RIGHT: Governor Dukakis boards 5734 for Boylston. B CLARKE.

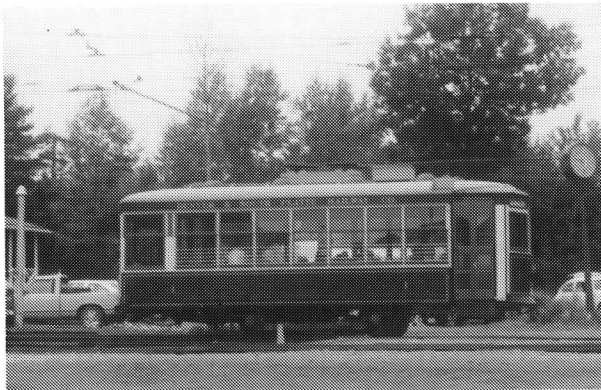
LEFT AND BELOW: Eastern Mass. 478 on City Hall Plaza at Government Center. F. MALONEY, JDS

BELOW: On its second visit, 478 was at Everett Shops. B. CLARKE



ACF-Brill bus 31 in a Provincial Exhibition in their city. The significance of Seashore's comprehensive collection was highlighted by the fact that though this type of bus once operated in virtually every Canadian city, Quebec had to reach out to Seashore to find a presentable bus. The Museum willingly complied, and full transport costs plus a suitable lease fee were paid by the Quebec authorities. Seashore views spreading knowledge of transportation history outside of Southern Maine through such cooperative activities as an important part of its educational mission.

Another project in which Seashore is participating with

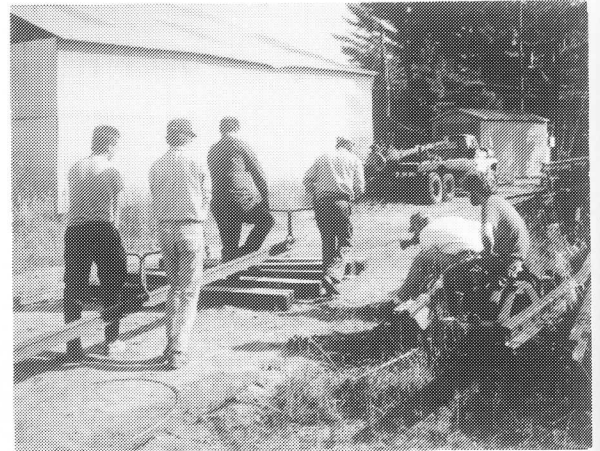


Members stage a "Golden Spike" ceremony for Public TV cameras. JDS

an outside group in a mutually beneficial project is an innovative educational program called Building Alternatives. Sponsored by local school boards, this program is for students having difficulty with standard school programs. The students perform carpentry work during school hours and are made available with full supervision for \$50 per day. The program helps develop not only carpentry skills but ability to function in a group and respond to supervision, with the aim of eventually integrating the students back into school. Since the fall term began, Seashore has had as many as 10 students with three supervisors functioning essentially full time. Projects have included the shop expansion program, carbarn maintenance, and repairs to the bunkhouse. The museum hopes to be able to afford to continue participation in the

ABOVE LEFT: A mainstay of the shuttle service to the Exhibits is Denver Birney No. 1.

BELOW LEFT: One of the most useful rubber tired service vehicles at Seashore is this ex-Somerville, Mass., Walter wrecker, donated by Gerald Chaille. C. PERRY



program indefinitely, and is delighted to be able to participate in this additional dimension of educating the nation's youth.

The volunteer and paid car restoration efforts continued their noteworthy progress in 1989 funded by the on-going support of our members. As detailed in the restoration sections of this report, the long-term restoration of three historically and geographically important city cars continued in 1989. The Museum's classic New Orleans No. 966 (the type referenced in Tennessee Williams' *A Streetcar Named Desire*), neared completion of body restoration, having made rapid progress from the rather desolate condition in which it came when acquired second hand from another museum some years ago. Cleveland 1227, sponsored by members banded together as *The Cleveland Connection*, saw major progress in rebuilding the complex steel underframe which had deteriorated over the years. And, Twin Cities 1267 saw exterior sheathing replaced, final touches on the rebuilt front and rear plat-

forms, and near completion of a new roof. Volunteer projects included PCC's from Dallas and Washington (608 and 1304), Rapid Transit cars from Boston and New York (01000, 0553, and 800), and conventional streetcars from New York, Chicago, and the Eastern Mass. (631, 225 and 4175). The efforts of our highly dedicated volunteers and shop crew staff now extend year round, scarcely hindered by the ravages of Maine winters. The result is that a visit to the Museum at any time of year will reveal exciting progress.

The financial support of Seashore's membership makes this year round program possible, as the sole source of funding for these programs is from restricted fund contributions. The geographic breadth of Seashore's collection continues to be a major drawing card with strong constituencies for specific cars existing even at significant distance from Maine. A good example of this support in 1989, in addition to the ongoing projects mentioned above, was the donation of \$700 from the Philadelphia Trolleyman's meet toward the restoration of Philadelphia Nearside 6618, the only surviving example of the huge fleets of these cars which once served the Mitten transit empire in Philadelphia, Chicago, and Buffalo. As always, the Museum extends its sincere thanks to all of its members for their committed support.

A general surge in volunteer participation and interest was a clear and welcome mark of 1989. A most important

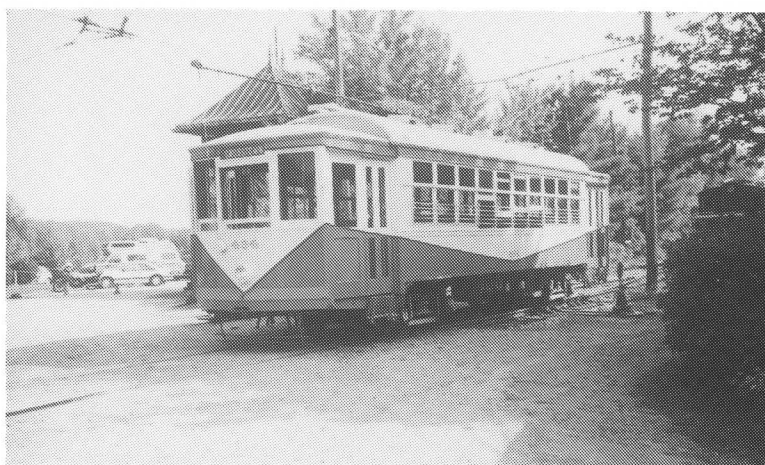
trend was the growth in the number of younger members actively participating in Seashore projects, including in their ranks a growing legion of second generation members, offspring of Museum founders and long-time members. The ability of the Museum to attract this new generation of dedicated members is a most promising sign for its future viability. The Museum management intends to do whatever is possible to continue to attract new volunteers in the future.

A most important task undertaken by the volunteers in the Museum's Operating Department was the launch of the Operations and Training Committee. This group, which numbers several transit operations professionals among its membership, is reviewing all aspects of the Museum's public car operation. Their intention is to bring standards and training up-to-date, and to bring greater formality to the annual process of certifying the volunteers who operate cars for the public. Additionally, they are actively considering changes to the

operation to enhance the educational experience of Museum visitors. In 1989 they instituted a staff control system for the main line to prevent cars traveling in opposite directions from occupying the same stretch of track. With the possibility of Federal regulation of Museum operations looming on the horizon — the outgrowth of a serious accident at another museum several years ago — Seashore's action is both appropriate and prescient.

Exhibit acquisitions continued at a steady pace in 1989, helping to fill important gaps in the National Collection. Full details appear later, but the highlights are worth noting here. Most impressive was the donation by the Federal Department of Transportation of two experimental Rapid Transit cars, known as the State-of-the-Art Cars (or SOAC) and only a bit over 15 years old, they are very significant exhibits in charting

BELOW: Dallas 434 re-joined the passenger fleet in 1989 after a complete repaint. F. MALONEY





ABOVE: During the July 3, ceremony, founding member Charlie Brown approaches Lucien Phinney and Chairman Jim Schantz.



In addition to his Seashore duties as Director and Shop Superintendent, Donald Curry is an accomplished musician, playing on this date with the Concert Band.



ABOVE: The head table guests included Rev. Dave Boston, Charlie Brown, Stephen Santarelli, founding member Gerry Cunningham, and Murray Cott.



ABOVE: Nearly a century of Seashore membership — President Henry Brainerd (left) has been a member since 1940, and founding member John Amlaw since 1939.

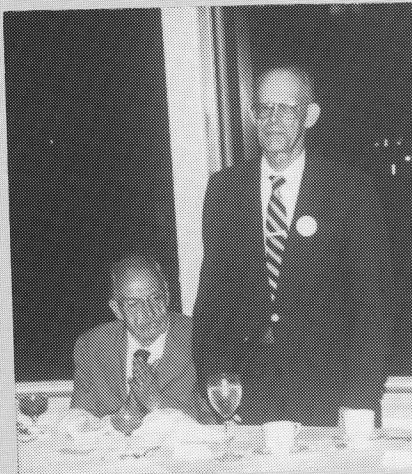
A HALF CENTURY REMEMBERED

On July 4th weekend, many Seashore members journeyed from afar to participate in fiftieth anniversary celebrations. Highlights of the weekend were the unveiling of a plaque honoring the eight founding members (see front cover). Four of the original eight were present for the occasion and were duly honored, including a founders-only ride on Biddeford & Saco 31. That evening a very enjoyable banquet was held at the Shawmut Inn, accented by President Bush's fireworks display just outside.

BELOW: A fine view of the Maine coast was enjoyed by all.

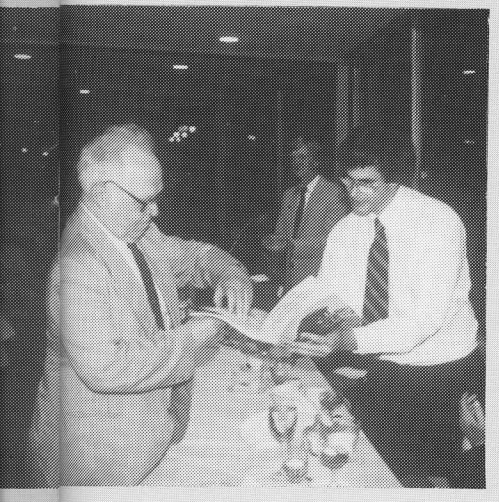


BELOW: President Brainerd and founding member Lucien Phinney.



ALL PHOTOS C. WOOLNOUGH

RIGHT: Museum Historian O.R. Cummings presents an autographed copy of his revised history of the Biddeford & Saco to Stephen Santarelli, son of our late founder, Ted Santarelli. The history was published as part of the 50th anniversary celebration.



the technical evolution of urban transit.

Following their donation, the Museum launched a major effort to solicit support for transportation of the cars at no cost. The project was both complex and successful, and was greatly assisted by the tireless efforts of Senator George J. Mitchell's office. The full list of organizations who made the move from Colorado to Maine possible shows the breadth of support the Museum attracted for this important project: the Association of American Railroads, the Atchison, Topeka & Santa Fe Railroad, the Burlington Northern Railroad, Conrail, the U.S. Department of Transportation, the U.S. Federal Railroad Administration, the U.S. General Services Administration, Guilford Transportation Industries, Inc., Senator William S. Cohen, Representative Joseph E. Brennan, Representative Olympia J. Snow, the Maine State Agency for Federal and State Surplus Properties, and the Urban Mass Transportation Administration. The final move from Portland to the Museum was donated by the Cianbro Corporation, assisted by Fred I. Merrill, Inc., Merrill Transport, Shaw Brothers, and Bancroft and Martin.

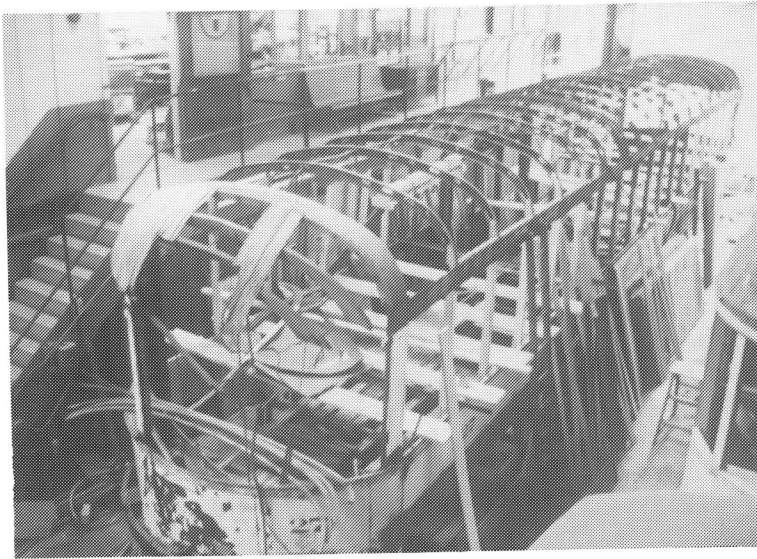
The Museum extends its heartfelt gratitude to all of these parties for their help.

Other key acquisitions were an early Jackson and Sharp interurban car from Rochester, N.Y., a Jewett city-car from Washington, D.C., a classic Taunton snow plow from Mystic, Connecticut, a

restored IND subway car from New York, and a steel interurban from the Chicago, South Shore & South Bend. The rubber-tired fleet was augmented by two examples of the famous early-1930's Twin Coach bus design, long thought to be an impossible find at this late date, as well as by an ACF-Brill from the Middlesex & Boston Street Railway and a White from the MBTA. Both are late 1940's buses.

The past year saw renewed efforts to spread the word of Seashore's existence to potential visitors and to ease the task of finding the Museum. The Museum's video Public Service Announcements were aired on 10 stations in Maine, Massachusetts, and Canada. As well, as many regulation highway directional signs as the law allows were fabricated and installed on key routes leading to the Museum. Other signs were repainted, ensuring the most effective image to reach visitors searching for the museum.

As the Museum enters 1990, it does so with solid optimism for both the new decade and the second half century of its existence. Developments to watch include the shop renovation, the main line extension to Talbott Park, the arrival of Northampton Station, car barn expansion, development of the Museum library, and the ever-advancing restorations. Augmenting these are an expanded volunteer force committed to furthering the Society's goals. This combination should serve the Museum well as it secures its collections for future generations.



LEFT: The amount of disassembly required for Cleveland 1227 is clearly visible in this view. New steel has been spliced along the bottom side sheet, wooden window posts are being replaced, and roof ribs are being rebuilt. The Shop Visitors' Gallery is to the rear. JDS

REPORT OF SUPERINTENDENT OF CAR MAINTENANCE

Each year the shop has the good fortune to operate with a combination of both volunteer and paid staff. Though this report concentrates on the work done by the latter, the employees are constantly interfacing with the more than 75 members who devoted untold hours of their own time as volunteers. Without them, few projects would be completed and those that were would be done at a price which would exceed our ability to raise funds on a sustained basis.

During 1989, the paid shop crew consisted of nine individuals of whom three de-

RIGHT: A volunteer carefully grinds off a bolt to salvage a wood filler piece on 1227. The roof rib to the left has had a new section spliced in. D. ANDERSON

voted their entire time to the shop and the others were part time, two sharing the rest of their time with other museum duties and two who worked for the summer months only.

When one is in the shop every day it is difficult to perceive much change. The scope of so many jobs is tremendous, but when reviewing the entire progress for the year, one finds a multitude of activities completed. This report will highlight as many as possible.

One of the larger restora-



tion projects undertaken by the shop is that of Cleveland Center Entrance motor car 1227. This car, although ridden by some of our members on a fan trip before it left Cleveland, has suffered greatly from outdoor storage at another museum which basically destroyed its roof, seats, and floor. Its steelwork and wooden body parts deteriorated from its many years in regular service and then further by water which entered through the leaky roof. A car which is in operation will stand the weather far better than one which is stationary because the motion of the car and the heat from within keep water from settling and starting its deadly corrosive action.

The car interior is being restored to the reconfiguration made to all center-entrance cars on the system in 1923, and retained until the end of their use on the home system in 1948. This includes renewal of the existing level floor the full length of the car (the cars were delivered with a drop center) and longitudinal seating the full length of the left side (the cars taken by Shaker Heights Rapid Transit, including our car, had most longitudinal seating replaced by cross seating). Much longitudinal seating had to be created using the few remaining originals as patterns.

Taking advantage of the heated area of the shop, component work was ongoing through the winter of 1989, continuing work begun in 1988. This was actually a carry-over from 1985 when a matching Institute of Museum Serv-



A veteran shop employee carefully installs a new tongue and groove dash on Twin Cities 1267.

D. ANDERSON

ices (IMS) grant resulted in fabrication of new window sash and doors. All new ash window sills, letterboard, arch trim over windows, cherry window pocket covers, and other miscellaneous pieces

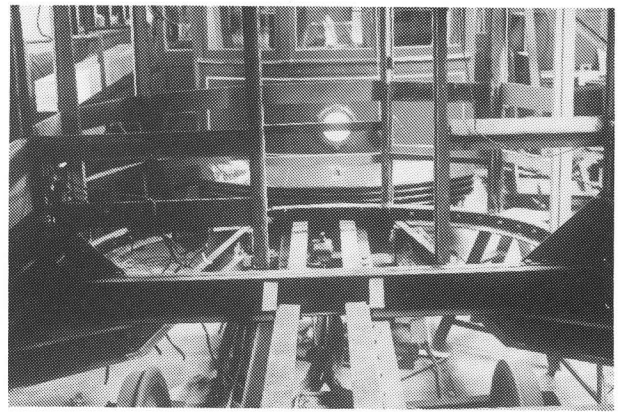
have been fabricated and sanded, and made ready to install. The wooden window posts all required replacement, a process involving complex routing of grooves and channels.

The car's bolsters were removed, stripped of rust, then thoroughly rebuilt. New steel cross pieces have been fabricated and installed. In the interest of preserving as much of the car as possible, the side panels have been preserved to the extent possible. Only the deteriorated part, commonly the six to twelve inches at the bottom of a side panel, was cut out then new steel welded in. This has been done on all four quarters of 1227. While most side paneling of the car could thus be conserved, the extent of underframe corrosion is necessitating virtually a total renewal except beneath the door area, which was apparently rebuilt during its service life.

New side sills, cross members, center box framing plates, gusset plates, fasteners, etc., are being fabricated. Most of this framing for the rear half of the car is completed, primed, painted and temporarily bolted in place. On the forward end of the car, new side and cross sills are in place and some

LEFT: Exterior sheathing is complete and installation of roof canvas is underway in this view of 1267. Note the massive front bumper block which was built to return the car to its original configuration.

JDS



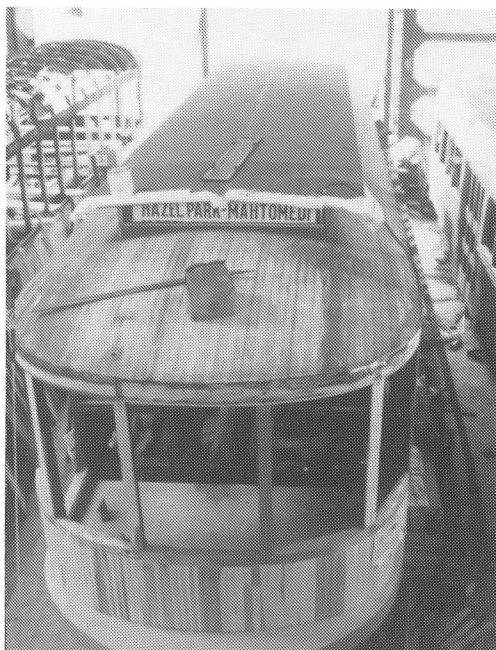
TOP: The front platform structure of Twin Cities 1267 after renewal and rebuilding of steel frame members.

BOTTOM: A similar view after sub-flooring and side sheathing are in. Since this shot, the door frame has been neatly offset 9 inches to the left, returning it to its original position. D. ANDERSON, F. MALONEY

other components have also been fabricated.

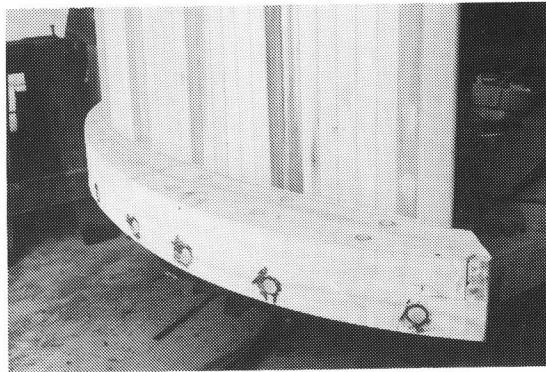
The entire wooden roof structure and sheathing was removed and the pressed steel carlines were repaired by MIG welding. New poplar tongue and groove sheathing was milled and is in stock. In 1990 the bent roof ribs will be fabricated and installed and much more underframe and sheathing work continued along with underfloor mechanical work.

Another complete restoration, representing a major American system, is that of Twin City Rapid Transit gate car 1267. Continuing on the excellent rebuilding of the rear platform and "pole" (left) side sheathing, 1989 saw the com-



This close-up of the rear bumper area of 1267 shows the level of woodworking craftsmanship required to duplicate the work of the Twin Cities' master carbuilders.

D. ANDERSON



pletion of the installation of the new tongue and groove exterior sheathing. Because of deterioration resulting from the severe winter climate in which it operated, 1267 required major rebuilding of the front platform steel including a new body cross sill and knees. The motorman's cab, now being made back into its pre-1928 configuration (see 1988 Annual Report) has had the front steps removed and a doorway and single strap type step for the motorman installed. A new very large bumper block with a flat top replaces the much smaller bumper with a sloped metal

top. The entire cab sub floor is new and much of the cab framing has been spliced or replaced.

The year also saw completion of the roof rebuilding. This involved replacing much deteriorated

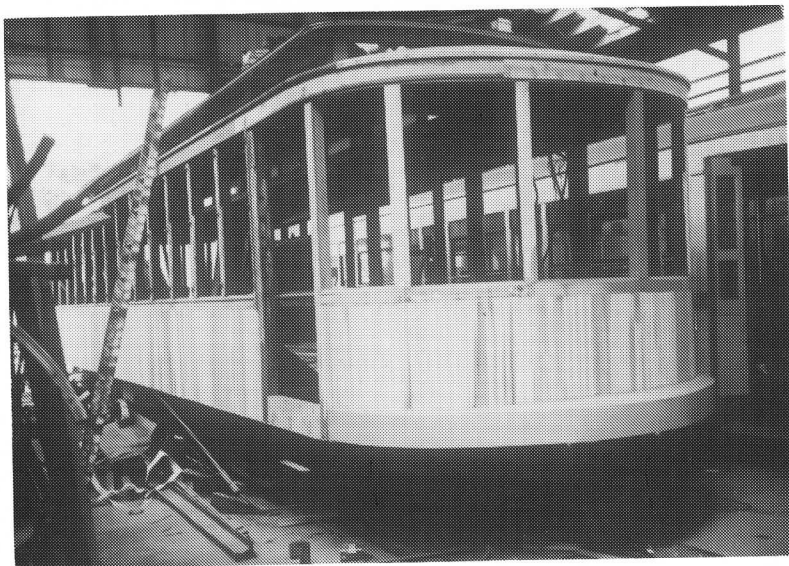
edging wood, rerailing, smoothing and repainting the sheathing, stripping the paint from clerestory, and rebuilding the sign sash. Volunteers then carefully replaced the entire canvas.

After much deliberation it was decided to re-center the front bulkhead doorway which had been moved about 9 inches toward the "gate" side when the car was made one-man. In 1990 a new sliding birch door will be made as well as a new cab swinging door. The red oak veneer headlining has been removed and only the sharply curved parts of the original where ads are placed can be saved. New headlining will be delivered in 1990 to be striped, varnished, and installed.

Representing

LEFT: Twin Cities 1267 after completion of basic steel and wood structural work in 1989.

F. MALONEY

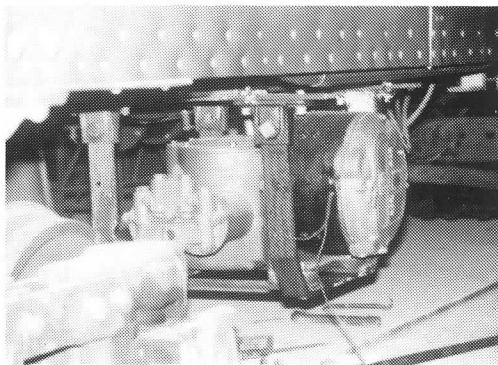


yet another major American city is New Orleans 966. It is interesting to note that though New Orleans has never stopped running this type of car, they have not had much occasion to do major body work. Two representatives of the New Orleans Regional Transit Authority spent a day consulting with our shop staff on methods which we use in our restoration that they could use in the planned overhaul of their present fleet. Both parties learned much from each other. Helping operating transit authorities is another dimension of the educational activities of the Museum.

In 1989 much of the body work including installation of the seats, most of the doors, and all of the sash was completed. The trolley bases, poles, roof wiring, and new roof ladders were installed. The light wiring was connected and, for the first time since May 1964, electricity was applied to the car illuminating the lights. All of the door engines were overhauled so that they work freely and do not leak. New brass door hinges were cast from a pattern made by a member who then machined them so that they work probably better than new ones did. Also cast and then machined by the same member were several door guides and a roof ladder access step for the side of the car.

When the car arrived both controllers had been removed and their wiring cut off at the floor. A spare of the same type had been obtained from Dallas when No. 434 was obtained in

1954. It has now been overhauled, installed in the car, and wires spliced into it. A second controller has been acquired from a member, and will be installed in 1990. A CP 27 air compressor and cradle have been withdrawn from our parts inventory, overhauled, and installed. Three sign boxes were fabricated new and these plus the three surviving originals were then installed and their lights wired in. Brake valves and air gauges were located from stock, overhauled as needed and then piped into the car.



ABOVE: A testimonial to the Museum's spare parts acquisition programs is this CP 27 compressor withdrawn from stock, overhauled, and installed on New Orleans 966. D. BLACK

Spare hand brake stands were also painted and installed.

In preparation for the pending assembly of the trucks, both truck frames were primed and painted while countless small loose truck components were degreased. Resistor grids were also rebuilt and placed under the body. At year end, the wheel and axle sets remained at a railroad shop awaiting re-

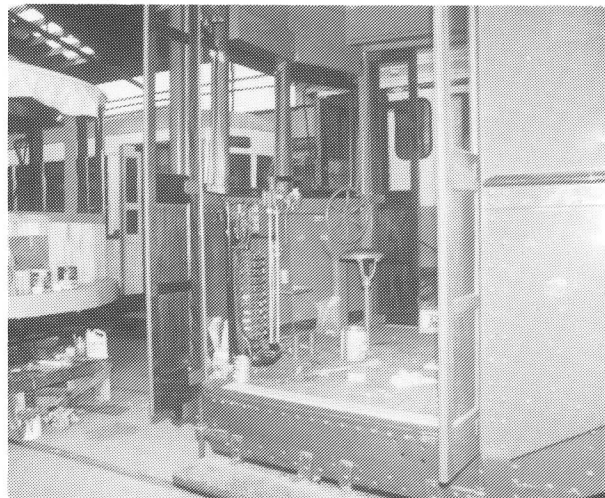
gauging. The coming year should see substantial completion of 966's restoration.

Aroostook Valley wooden interurban 70 has long been used at Seashore as a locomotive and track tool car. Before it came into the shop it was stored outdoors, first at the B & M Railroad shops in Billerica and then at Seashore.

Though a temporary tar paper roof was applied, it was not a perfect seal and water tended to get under it and stay, thus rotting a number of the ribs in the center especially in the smoking compartment. Work in 1989 started on rebuilding the roof. Initial steps were replacement of a number of the ash ribs and milling new sheathing. All of the cherry clerestory sash were removed and repaired or replaced, stained, painted, and varnished. The rare ribbed "chicken wire" glass had become badly cracked so much was replaced with

old glass of that type located by a member. Funds available will probably only permit the completion of the roof during 1990. To allow more to proceed, a major infusion of capital will be needed.

This year Bay State/Eastern Mass. 4175 had the canvas and trolley boards removed and the roof sanded so that canvas may be applied. The ash window posts were spliced into place and ceiling panels removed and



stripped preparatory to refinishing in original yellow.

In 1990 it is expected to replace the portions of the floor removed during rebuilding, restore the sash, canvas the roof, and repaint the exterior. An air compressor and cradle from our parts collection will remount exactly into the sockets left when the car was decommissioned about 1931.

Dallas Stone and Webster Standard 434, which had been prepared for painting two years ago, was finally completed in 1989 and is resplendent in its cream and green livery. Sydney (Australia)

A controller obtained years ago from Dallas and an air brake stand are fitted to 966. JDS

New varnished wood in evidence throughout 966 — seats, sash, doors, and trim.

F. MALONEY



1700's finish had been deteriorating for a number of years so as part of our ongoing maintenance program the body was sanded and brilliant turquoise and cream applied this year.

The Boston Sheriff's wagon had its rotted underframe and one lower side panel rebuilt along with the driver's foot-board, then was returned to the Highwood Exhibit Barn where it is a favorite of the visiting public.



Seashore's representative of the land down under, Sydney 1700, received a fresh paint job in 1989. D. BLACK

As always, Seashore equipment experiences the minor problems and failures which were an everyday occurrence for transit operators over the years. Due to the age of the equipment, the mishaps are now somewhat more frequent, but thanks to the expertise of Seashore's crews and our vital stock of spare parts, they are often easily repaired. The following is a sampling of such occurrences in 1989:

Liberty Bell 1030 unfortunately suffered simultaneous grid and control resistor failures. The grids have been upgraded with heavier ones from East Boston Tunnel cars, and the resistors repaired. The air compressor under Crandic 118

was replaced with another which pumps more satisfactorily, making a total of four cars in 1989 which benefitted from our excellent spare inventory of compressors.

Eight cars were given thorough inspections during the year. A number of brake valves were overhauled and given O-ring treatments to prevent leakage.

The shop is also frequently responsible for the maintenance of lawn mowers, the dump truck, Burro crane, Walter trucks, and other miscellaneous pieces of vital equipment. Members of the crew are constantly on call to keep the water systems operating. Shop crew members also produce grounds signs and install them at the beginning of the operating season.

One of the major efforts in the spring, as part of the general property cleanup, was the removal of the long standing pile of scrap at the rear of the shop. This took several week-ends of very hard work by a number of young energetic volunteers but the efforts paid off in cash as well as in a usable area.

Finally, as we look toward 1990, one of the most significant projects in the history of Seashore's

RIGHT: Modern steel working tools, such as this abrasive cutoff wheel, help speed production of needed parts.
D. ANDERSON



Shop is being launched. A three year grant from the Casey Albert T. O'Neil Foundation of St. Paul, totaling \$95,000, will underwrite the first phase of a major upgrading of the shop. Originally, this grant had been made to allow construction of a separate all weather shop building adjacent to the current shop. When a hoped-for match from another foundation failed to materialize, it was determined that improvements to the existing shop would be more beneficial, a change to which the O'Neil Foundation graciously agreed.

The planned work will be thorough rebuilding of the poorly insulated areas of the shop building, constructing better winter coverings for major restorations, and expansion of the heated woodworking and machinery areas, by extending the second floor the length of the building. The visitors gallery will now also stretch the full length, enabling Museum visitors to get a far better view of the work being undertaken below. The Museum is most grateful to the O'Neil Foundation for making this much-needed work possible.

VOLUNTEER RESTORATION REPORT

The strong dedication and hard work so consistently demonstrated by our volunteers is what makes the Museum's large vehicle collection viable. During 1989 over two dozen vehicles — representing all modes of mass transit — received significant attention from our volunteers. This labor of love has benefited vehicles just arriving at the Museum for preservation as well as others that have sat seemingly forgotten in dead storage for a generation or more. This reinforces the role that each vehicle at the Museum plays in the ultimate development of the collection.

The volunteer restoration program was highlighted by a heavier program of bus restoration than had been seen in many years. Eastern Mass #478 ACF H-9 of 1934 was readied to take part in Boston's Transit Appreciation Day on May 23. The MBTA requested the bus for display in Government Center recalling its previous Boston trip in 1972 to help celebrate 50 years of the city's bus transportation. Unfortunately, 478 no longer was in presentable condition and would require significant work including a complete paint job. Given the less than six weeks until May 23, success seemed barely possible. But then followed the enormous outpouring of volunteer support that was to carry this project to completion despite the time limit.

No. 478 was in storage in Central Barn and due to poor road conditions, the crew expended considerable effort just to move the vehicle to the shop. As much of the paint was flaking, loose paint was removed and the remainder feathered using electric wire brushes. A large dent on the side and body damage to front fenders were repaired with body filler. Wheel rims were de-rusted as well. Masking spanned two full days and then the entire body was cleaned and primed with the exception of the belt rail area. This area, still in good condition, was waxed and given fresh gold trim paint. The primary cream and orange colors were sprayed and fenders, upper striping, front grill, bumpers, wheel hubs, and a small section of the roof were hand painted. Also, the tires were treated with a protective coating to improve appearance.

While the interior was in good shape, it still required much attention. Moldy leather seats had to be cleaned and were then protectively coated. The entire ceiling was also covered with mold and was cleaned along with the sides. Some seats that had been removed and lay scattered in the coach were installed. All of the interior light fixtures were removed, de-rusted, painted, and reinstalled. Similarly, stanchions were also de-rusted and painted. The windows had collected much dirt

through the years of storage and had to be washed twice. Also, a small piece of the windshield glass had to be refitted. The floor was swept and washed with as little water as possible so as not to affect the plywood underneath. Some of the cleaning and other finishing touches had to be completed at the MBTA's Charlestown Garage where 478 was stored prior to exhibit at Government Center.



On Transit Appreciation Day, with paint just dry, 478 was displayed in Government Center alongside a modern MBTA General Motors RTS bus for comparison. The H-9 with its bright orange paint and distinctive grill and headlights drew enormous public interest.

With the success of the first trip, the MBTA requested a second. In September the bus travelled to Boston for display at Everett Shops Family Day, once again serving to carry the Museum's interpretation of the past far from Kennebunkport.

Connecticut 1160 required very cautious operation dur-

A view in the car shop pit under Connecticut 1160 shows the freshly overhauled DH16 compressor ready to be hoisted in place by the car's sponsor.

F. MALONEY



ABOVE: Northampton nears completion in 1901, one of ten identical El stations. F. CHENEY COLLECTION

NORTHAMPTON STATION PROJECT

After being chosen to receive Northampton Station from Boston's elevated in early 1989, plans for moving the station to Maine began in earnest, as did plans for incorporating the station in the Museum in Maine.

The contractor dismantling the El was required by the MBTA to remove the station from the structure and to move it to a temporary storage location within a several mile radius of its original location at Washington Street and Massachusetts Avenue in Boston's South End.

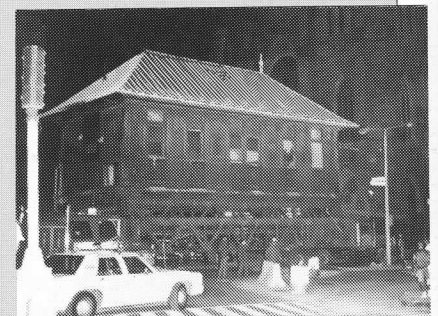
The nearby Albany Street bus garage was chosen as as it

RIGHT: Enroute to Albany Street, the station paused in front of the Cathedral of the Holy Cross so that an eaves-level street light could be moved out of the way.

BELOW: The 100 ton rig moves down Washington. B CLARKE



ABOVE: After the crane debacle, the contractor engaged Payne Building Movers to lower the station with jacks. B. CLARKE



ABOVE: 87 years later, its service days are over and the El structure leading to the station has already been demolished.

LEFT: The MBTA's demolition contractor first tried a crane to lower the station with no success, having underestimated its weight. B. CLARKE





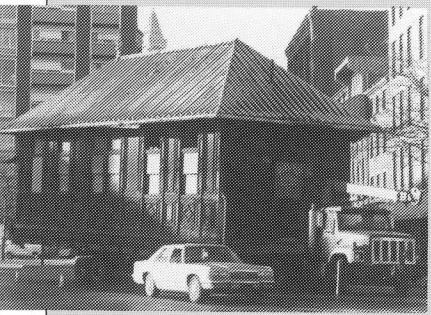
UPPER LEFT: At Albany Street, Payne's crews place housemoving beams under the Station.



SECOND LEFT: Seashore's crews then carefully cut away the structure for separate transport then reassembly in Maine.



THIRD LEFT: Ready to leave Albany St., Northampton rests on dollies and the tractor. JDS



LEFT: The rig pauses on Commercial Street, just outside the pier where it is to be loaded.

B. CLARKE



LEFT BELOW: Northampton Station passes South Station, the one-time site of a duplicate station on the Atlantic Avenue El. JDS



ABOVE: Northampton was loaded over a ramp of eighteen 12 by 12 inch steel beams, spanning nearly 30 feet of open water. P. CALCATERRA



ABOVE: The elevated station heads to sea after the loading was completed successfully. P. CALCATERRA

BELOW: Northampton Station as it appeared at year end, safely on the R.J. Munzer in East Boston, awaiting smoother sailing weather. B. CLARKE



ning for the remaining move advanced.

Payne Building Movers of Hampton, New Hampshire, who specialize in moving historic structures, and who had moved the station from Washington Street agreed to perform the move at a very favorable price, for which the Museum is most grateful.

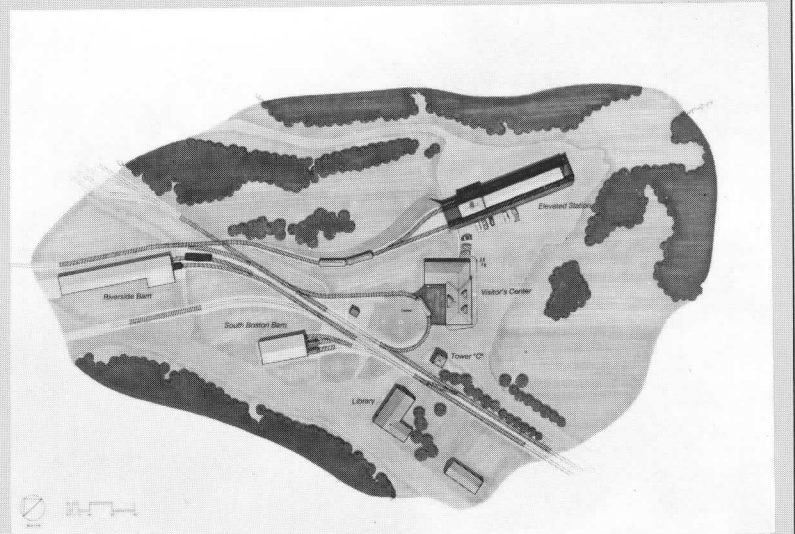
The method of moving chosen was the same as for Tower C from the Charlestown Elevated in 1975. The structure would travel by land to the Boston waterfront, by sea to Kennebunkport harbor, then by land to the Museum.

As with Tower C, overhead utility wires in Maine would mean the roof would have to be temporarily separated for the final leg of the journey.

To perform the ocean part of the move, Seashore engaged Mr. Frank Ganter, of East Boston, owner of an ocean-going transport vessel large enough to carry the station on its deck.

Detailed planning of the move, particularly finding a suitable loading pier on Boston's downtown waterfront proved difficult and lengthy. However, after six months effort, all was in readiness in early December.

On a bitterly cold Sunday morning Payne's crews drove Northampton to Sargent's wharf, escorted by Boston police, plus traffic officials who removed, then replaced, numerous suspended traffic signals which blocked the way. Once at the waterfront, heavy winds prevented an immediate loading, but several days later a late afternoon loading



This rendering by the architectural firm of Larrabee Associates Architects Inc shows the planned placement of Northampton Station adjacent to the Visitors Center on a short elevated structure. In this location the station will both be readily accessible to visitors before or after a street car ride and will pose an imposing sight to visitors as they arrive on the entrance road (at the lower right).

was planned. The station was to be driven onto the vessel across a ramp of 40 foot long steel beams.

Unfortunately a late start and several equipment failures meant the loading had to be aborted as the tide fell, but a second attempt ten days later worked perfectly.

Northampton then set sail for Frank Ganter's yard in East Boston, where it would spend the winter on board the ship. Movement to Maine would follow when calm spring waters could promise a safe voyage.

Meanwhile, planning for development of the station and securing necessary funding proceeded. The architectural firm of Larrabee Associates Architects Inc of Cambridge very generously donated their services in planning the location and engi-

neering the ultimate placement of the station on a short stretch of elevated in Maine.

As moving costs were forecast to top \$60,000, Seashore members supported the project enthusiastically, with initial pledges of over half the needed amount. As this report goes to press, a further round of internal fund raising is planned, as is a major effort to seek outside funding from institutional and corporate sources.

Final plans will show a station capable of serving Seashore's growing collection of high-platform cars, meaning that regular rides can be offered to visitors on these cars for the first time. As well, the station will be made handicapped accessible, providing convenient access to Seashore's ride for visitors with limited mobility.

ing shifting moves for over 30 years since its air compressor failed. This year a DH16 was withdrawn from stock as a replacement, was overhauled and then hung from a steel rack made by one of our members. After replacement of the brake cylinder cup and some piping, the car now stops as it should. New steps are now being fabricated and 1990 should see a roof overhaul.

In order to enable the authentic restoration of the Atlanta car body obtained in 1988, one of the Museum's most extensive parts procurement expeditions ever was undertaken by two members of our curatorial staff. The Atlanta car had been extensively modified some years ago for use as a restaurant prop in Las Vegas, resulting in the loss of most original interior detail. Atlanta transit historian O. E. Carson, who restored the only other Atlanta streetcar under preservation — Car 948 at the Shore Line Museum in Connecticut — directed us to several car bodies in the Atlanta area. The result was that we acquired virtually all nec-

essary items needed to restore the car in an authentic manner. Parts ranged from an entire car set of interior moulding trim, doors, sash, several seats, unusual vestibule roof air scoops, doorway castings, dash panels with headlights, sign boxes, stanchions, two essential Cincinnati Car Company/stamped anti-climbers and more.

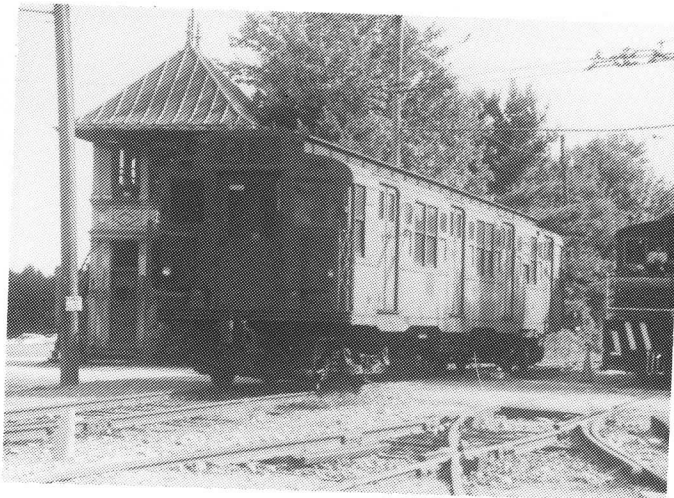
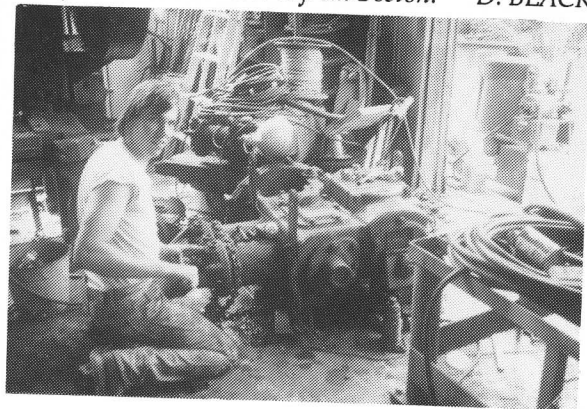
This material will greatly simplify proper restoration of this car, for which serious planning is now underway. The good condition of the secured parts is a tribute to the care and diligence exercised by our members in their removal, transport, and storage. All parts are labeled as needed and stored inside the car. As a companion effort, a spare pair of Brill trucks obtained some years ago from Montreal, complete with motors, and identical to those used by this car, has been assigned to it, as has a proper air compressor, trolley bases, and some other parts.

New York City Transit Authority Subway Car 800 arrived in 1988 in generally ex-

cellent condition. Still, it required some attention. The car exterior was cleaned, as was much of the interior, which was especially grimy after a lengthy period of storage. Seats were also cleaned and installed. A number of minor body details were addressed, especially minor corrosion by doors. The car was also made operational. This included rewrapping the string banding on one motor armature and a general cleaning, slotting, and re-insulating of all motors, cleaning and servicing of the brush holders, reverser, and switch group. The compressor was found to require heavy rebuilding so was replaced by a recently acquired spare unit, with the original held for future rebuilding. Inside the car, fans and lights were made operational.

Boston Forest Hills-Everett Elevated Car 01000 saw its doors repainted and installed on the painted side. David Maher, owner of Precision Coachworks, of Billerica, Massachusetts, donated specially fabricated window tracks for the side sash to replace the

BELOW: A spare compressor is readied for New York subway car 800. F. MALONEY RIGHT: Car 800 poses next to Tower C from Boston. D. BLACK





LEFT: The careful craftsmanship used to fit new roof and vestibule pieces on Bay State No. 4175 is evident in this view. Final roof canvas is the next step.
D. BLACK

badly corroded originals. The new pieces were primed and painted, and then installed, along with the sash itself. This sealed up the car for temporary postponement of further work, with the roof, one side, and one end of the car complete.

This year the canvas and trolley boards were removed from Bay State/Eastern Mass. 4175. New ribs and sheathing were fabricated and installed on the outer half of one vestibule. The roof was then faired so that canvas may be applied.

The ash window posts were spliced into place and ceiling panels were removed and stripped preparatory to refinishing in original yellow. An air compressor with its cradle was located which will mount exactly into the sockets left under the car when it was decommissioned. This compressor has been cleaned, serviced, and tested.

Third Avenue Railway System (Manhattan-Bronx) Lightweight Car 631 had trolley bases, catchers, and poles installed in 1989. Inside the car the carlines were stripped and they, and the ceiling as well, were given two coats of

primer. One seat back was stripped of its vinyl and padding covering the original rattan which was found to be in good condition. Unfortunately, the seat bottom cushions were stripped of rattan during the car's long career in Vienna, so they await future reupholstering in rattan.

Progress on Chicago Surface Lines Pullman Streetcar No 225 continued, albeit at a slower pace than last year because available funds were insufficient to continue the ex-

tensive rebuilding work that took place in 1988. Nonetheless, both truck frames were de-rusted, primed, and painted in gloss black. Both ends and one side of the lower roof saw canvas removed and the roof prepared for new canvas which should be installed in 1990. The badly worn wheel sets were scheduled to be sent to the Bangor & Aroostook Railroad shops for reprofiling, thus freeing Car 225's long-held title of "Flangeless Wonder" for inheritance by some other deserving vehicle in the collection!

Dallas Railway & Terminal PCC streamliner 608 saw considerable progress on interior restoration. Painting has been virtually completed. Reassembly and repairs to the first vestibule were also largely completed with only stanchion installation remaining. This was preceded by various repairs to the floor and steps and installation of new rubber flooring



Volunteer restoration continued in 1989 on our Manhattan representative, Third Avenue 631, shown here in Midtown. Returning the car to this state, after its many years in Vienna, is our objective. G. VOTAVA

and entrance step treads.

In the main passenger compartment all the seats were unscrewed from the floor and tied up to horizontal stanchions to permit floor repairs below them. The seat legs were also removed for sand-blasting and repairs. The wiring duct covers, running the length of the floor, are badly deteriorated, so an entire new set has been fabricated and primed. Some sections are also enameled and drilled in readiness for installation.

Boston MBTA Red Line Rapid Transit Crane Car 0551 received a number of repairs during the year. A broken journal box was fully repaired, including installation of new high strength bolts. The large tool box mounted beneath the car was extensively restored including major work to its compartment doors and the box body itself. Following the repairs the box was primed, painted, its body mounts re-fabricated as needed, and the completed box installed under the crane. Other work included installing some grease fittings and lubricating the mechanism, fabricating new bronze spotting motor engagement shoes, reworking the crane spotting motor gear mechanism, repairing the crane outriggers, and rebuilding the circuit breaker.

The extensive and well-advanced general conservation program on Boston MBTA Red Line Tool Car No. 0553 was essentially placed on hold this year because of major parallel efforts on its mate, Crane Car 0551. However, the roof end bonnet beam was re-

worked, using epoxy and some limited sections of new wood. The top side beam was aligned with the car body and fastened to the lower car structure.

MBTA East Boston Rapid Transit Train 0512-0513 continues to move towards the ultimate goal of being a useful member of the Museum's passenger fleet. The plywood covering broken windows on 0512 was removed and spare glazed sash was installed, as were the sign boxes. Parts stored inside 0513 were removed to alternate storage. Ongoing mechanical work included cleaning of the control groups, rebuilding the line switch, and cleaning a brush holder on 0512.

The Philadelphia Bridge Rapid Transit Cars 1018 and 1023 continue to receive care and attention from vacationing Philadelphia area members, supported by assistance from New England members. Most work centers on Car 1018 which is now operational. During the year its governor was replaced, more interior light wiring work done so that all lights are operational, and the controllers were lubricated. Attention to the car body consisted of scraping panel seams, applying rust inhibitor, primer,



Two views of Dallas PCC 608 show (above) its sponsor preparing to install rubber mats, and (below) a general shot of the interior readied for flooring repairs. — D. BLACK



caulking, and enamel paint. The diamond plates at the end doors were also painted and a hole by one doorway was repaired. On mate 1023 the lower body exterior panel seams were given the same thorough treatment as above on Car 1018.

Heavy use in Museum passenger operation of Brooklyn Convertible No. 4547, without a commensurate maintenance program, made it necessary to spruce up the car for its official dedication into the restored fleet, held on Members'

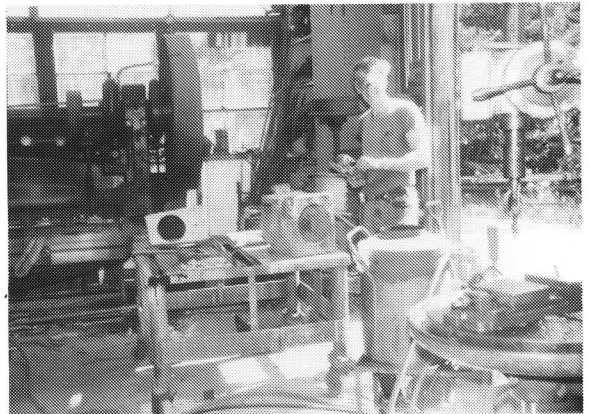
Weekend. The platform floors, all steps, the bumpers and much of the beltrails were sanded and painted. The window grills were also touched up and the one area of the steel car body area not previously waxed was treated. The result was that the car once again looked freshly outshopped, just as should any carefully restored 80 year old streetcar in use on the Museum's railway to carry the visiting public. Seashore has a major, but too-little recognized, need to maintain the finishes and appearances of vehicles in public operation or on display for our visitors.

The restoration of Johnstown 1941 Brill Trackless Trolley #713 has accelerated with the move of the coach from Central Barn to Shop One early in the year. The concrete floor, better lighting, and better accessibility of this building have all contributed to this increase in progress. Almost the entire interior has been repainted in the attractive cream-tan-brown scheme and the coach was cleared of all extraneous material.

Future work will include

A volunteer grinds welds which repair a broken journal box from Boston Red Line crane 0551, one of the Museum's most valuable pieces of work equipment.

D. BLACK



cleaning and reinstallation of the seats, which had been removed for interior work. Doors, previously fabricated, will be installed. Then the exterior will require some body work, sanding, and painting.

One of our active Baltimore members spent a number of years undertaking the complete restoration of the Baltimore Streetcar Museum's streamlined Peter Witt Car 6119, the only surviving mate to Seashore's own Baltimore Peter Witt Car 6144. During one of his visits to Maine he donated and installed a proper "Stop" glass for the car's rear signal light, he installed some missing hardware, and worked on the interior light-

ing. He has also donated a set of scale prints of the car and all stencils for exterior and interior lettering and markings. These are being reserved for a future repainting of this car.

On the mechanical side, the car had experienced a motor bearing failure during one of its initial runs in 1988, in one of the motors overhauled by the MBTA as part of payment for lease of our bottom dump car. The MBTA graciously offered to repair the motor, after which it was placed back in its truck and the car returned to operation in 1989.

Claremont (NH) Line Car No. 4 was scraped, primed, and painted green, replacing the yellow livery applied by the MBTA when the car was loaned to Boston some years ago. The side sliding doors were removed from the car, repaired and re-glazed as needed.

Upon arrival at the Museum, the State-of-the Art (SOAC) rapid transit cars received immediate attention. SOAC 1, equipped with longer distance type seating, was cleared of stored parts and material shipped with the cars. All spare parts and tech-



Two more veterans of Boston's Red Line: passenger car 0719 pushes tool car 0553 toward the shop for further roof restoration. C. PERRY

nical material on hand at the Pueblo, Colorado testing site had been donated to the Museum, in addition to the cars themselves. A 600 volt pantograph connection was installed on the roof of SOAC 1 and its batteries were serviced.

Normal wear and tear from its role as a primary exhibit car in the Highwood Display Barn necessitated that Montreal 957 receive attention. A broken section of a hand strap rod was replaced, stained, and varnished, and the steps and bumpers were repainted in gloss black. This work, along with a good cleaning kept it in first class shape, befitting its role as the only car from the golden era of Montreal Tramways surviving outside Montreal.

Upon the primary sponsor's return from an Asian job assignment, work resumed on Washington PCC Car No. 1304. Three quarters of the body below the beltrail was sand-blasted and reprimed. Unfortunately, previously experienced problems with paint durability recurred and more preparation work will have to be done. Two door leaves were removed to be used as patterns in the fabrication of new doors by a metalworking firm specializing in replication work.

A major project in 1989 was rehabilitation of the "Bunkhouse", the Society's on-property living accommodations for volunteers. Here two weekend residents of the facility apply new shingles, replacing originals hung nearly 40 years ago. C. PERRY



While MBTA Cambridge-Dorchester Rapid Transit Car 0753 awaits future restoration, a modest scale effort is underway to make it operational. Both controllers had been stripped prior to acquisition, but spares were on hand. One controller has been rebuilt and associated wiring conduit from the controller to the junction box beneath the car has been installed. The second controller is now undergoing similar rebuilding.

Newly acquired Middlesex & Boston Street Railway ACF-

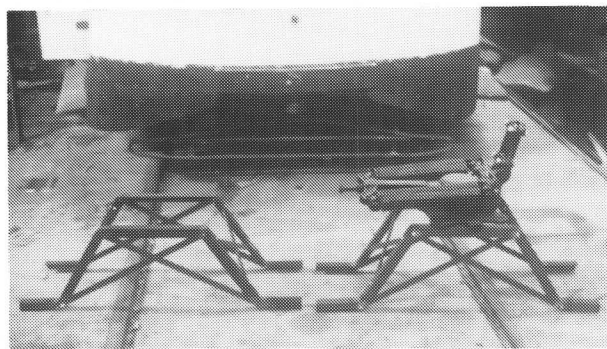
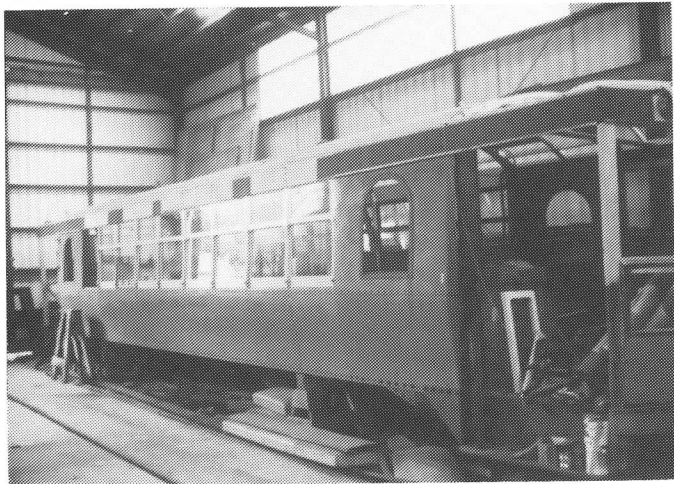
Brill Bus No. 192 received attention almost as soon as it arrived. The roof was steam-cleaned and treated with paint thinner to remove an accumulation of pine pitch, then was repainted in aluminum.

One of our more ancient and priceless vehicles — Boston Parlor Car 925, dating from 1894 — caught the eyes of several younger members during the year. They found that the stripped interior of the fragile car, long ago converted for work service, had been filled with heavy, unrelated

Primer is sprayed onto Washington PCC 1304, after removal of old paint by sand-blasting. Plans for further development of the Museum's shop call for a climate controlled spray booth to provide more favorable conditions for paint application.

F. MALONEY





Two views of one of the Society's longest restoration projects, Wheeling 39. ABOVE: A new set of sash, fabricated from scratch by the shop, was installed in 1989. BELOW: New trolley stands were fabricated after careful study of photos. JDS

equipment. This material was removed and properly stored in a freight car then the interior of 925 was cleaned. This work exposed the car's fine mahogany detail and stained glass windows still in excellent condition.

Three MBTA Cambridge-Dorchester rapid transit cars acquired for spare parts and for storage (0709, 0749, and 0754) were partially boarded up and a large amount of material was moved into them over the year. The availability of this covered space has somewhat reduced the storage problem for our priceless supply of spare parts, which must be depended upon to keep our vehicle collection permanently in operation and to equip incomplete cars. These cars are

themselves complete, so they can provide electrical and mechanical equipment for other cars in the future, storing all components in place until needed.

Wheeling Curved-Side Car 39 moved significantly ahead in the latest work phase. All sash were painted yellow on the outside and tile red on the inside and then installed in the car, held in place by the restored window post covers, now in their original polished aluminum finish. One window guard was also installed to show how the completed car sides will appear. The new doors were extensively sanded, followed by reglazing, using mostly the wire and plate glass taken from the badly rotted original doors. The doors were then primed. A pair of correct trolley bases from stock was overhauled and painted while a companion volunteer effort saw fabrication of new lattice type raised trolley base stands, using a roof photograph to de-

termine proper dimensions and angles. Further work on this major project awaits a new infusion of contributed funds.

Two of our newer, younger members undertook a major conservation project on long-stored Boston & Maine model 566W B & B Gang Car No. 437, built by the Northwestern Motor Company. It had been used by the track department years ago but has been out of service for over a decade. These members felt that its overhaul was a manageable project and other members had expressed interest in seeing it made useful once again.

The unit was generally disassembled and all body parts cleaned and painted; the body components being in good condition. The ring gear on the flywheel was found to be broken and was welded back together in the shop. Additionally the car was rewired. Upon completion of this work it was taken for test runs and ran reasonably well. However, it demonstrated a need for additional work which will be done in the future.

The project's sponsor stands next to Seashore's newly acquired Lorain crane which sports a freshly painted roof and body. F. MALONEY

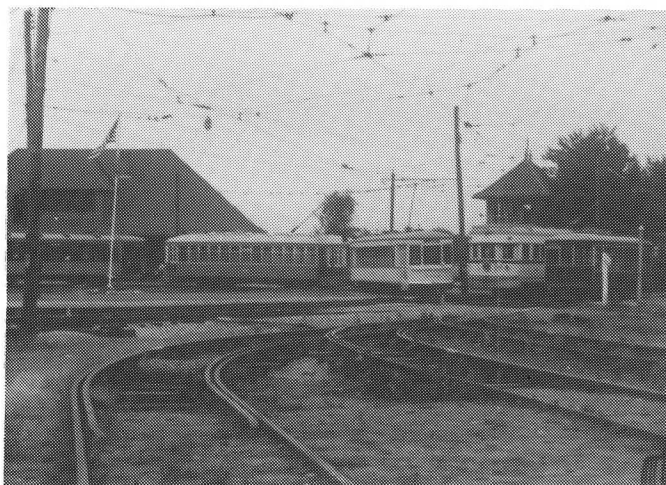


The Lorain crane saw its cab body panels repaired, stripped, and sanded as needed and then painted in Transit Orange with an aluminum roof and black striping, making its outward appearance excellent. Its primary sponsor secured a boom and cables which he then installed. This unit has been used for a number of different projects around the Museum and has proved extremely useful.

The member sponsoring the Lorain crane also had the opportunity to purchase a 1957-built Caterpillar Model D4 bulldozer. Upon its arrival at the Museum, its sponsor immediately commenced dis-

A heavy crush of visitors results in many products of Seashore's shops being pressed into service. Here five restored cars await passengers at the center of the Museum.

C. PERRY



assembly of the undercarriage for inspection and general rebuilding. Work was well underway at year end; work that would be carried through to

completion in early 1990, making an important and productive tool for developing and improving the appearance of the Museum's grounds.

RESTORATION TECHNOLOGY DEVELOPMENTS

The ever-developing field of restoration is providing museums such as Seashore with a greater ability to conserve more original material than ever before — more of the material that actually rolled down the streets of the cities from which our collection comes. One such method in growing application at Seashore is the use of epoxy consolidants.

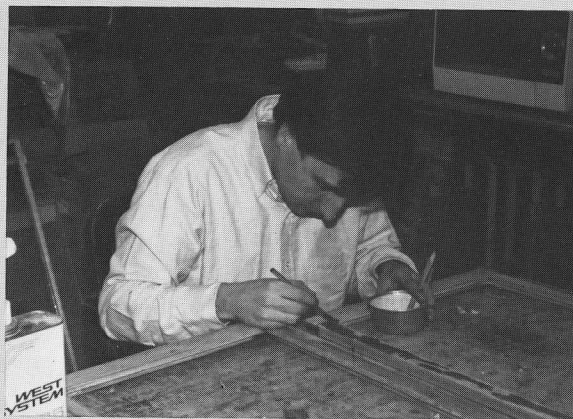
Epoxies are generally used to repair wood material that has been damaged by rot. Epoxy can be used variously as a

filler, as an adhesive, or to rebuild missing areas. A major advantage is that unlike other fillers or putties, epoxy terminates dry rot. Its versatility has been demonstrated at Seashore by the variety of projects on which it has been used: window sash from Twin Cities 1267 and Eastern Mass. 4175 have been repaired using epoxy as a filler,

wooden carlines for Cleveland 1227 have been manufactured using it as an adhesive, and Aroostook Valley 70 has had many roof structure components surfaced and consolidated using epoxy.

As caretakers of what is America's national collection of street railway vehicles, we can ensure that

work performed today may be enjoyed and studied by future generations. This methodology means they will experience more of the actual vehicles, and less of a later interpretation. This concept of conservation is an important one in the Museum industry's preservation philosophy.



Careful application of epoxy helps salvage a pair of window sash from Twin Cities 1267. D. BLACK

1989 ACQUISITIONS

Twelve major vehicle exhibits were acquired by the Museum in 1989. In addition, a major historical structure, Northampton Station, was donated this year, and is discussed in detail elsewhere in this report.

Perhaps the most impressive vehicle acquisition this year was that of the two State of the Art Rapid Transit Cars, SOAC-1 and SOAC-2. These cars, the last ever built by St. Louis Car Co., were manufactured in 1972 under a government contract with the Boeing Vertol Company, whose intent it was to design the rapid transit car of the future. This design would bring all the new technologies into a vehicle that could run on existing sys-

BELOW: The State-of-the-Art cars, shown shortly after unloading, provide an appearance very different from the cars normally displayed at the Museum entrance.

RIGHT: A custom rollsign identifies the cars.

D. BLACK



tems. They have computerized chopper control systems, a smoother riding truck design, interior amenities like air conditioning, improved lighting, and so on. The two cars differed slightly only as to seating, with more standee space in SOAC-1 and more seats in SOAC-2 for longer runs. The SOAC Cars toured the country and were operated in regular service on all four of the traditional U.S. Subways, in Boston, New York, Philadelphia, and Chicago, as well as on Cleveland's newer surface rapid railway. While there was general public approval, no more were built, and most new rapid transit equipment ordered since has been to custom designs, primarily from foreign builders.

Following the demonstration tour, the two SOAC Cars were sent to the Department of Transportation Test Center near Pueblo, Colorado for further testing and storage. SOAC-2 was extensively modified in 1980 to develop a

new three phase alternating current propulsion design, but the project was scuttled prior to completion for federal budget economy considerations, and the cars never ran again. They were subsequently declared surplus, and Seashore sought to obtain them as important examples of latter day developments in electric

railway technology. Seashore's Treasurer-Comptroller undertook what would become a monumental but highly successful effort to have various governmental residual charges waived, and to obtain free transportation and loading. Extensive help was given by our political representatives, particularly Senator George Mitchell and his staff. Chief Engineer Gunnars Spons and the personnel at the Test Center were particularly supportive, as were the Santa Fe, Burlington, Conrail, and Guilford Railroads.

The cars arrived at Seashore on September 19, after being trucked from Portland. This transfer, and an unloading program the following day involved several cranes. The loadings and truck transfer were graciously furnished at no cost to the Museum by Cianbro Corporation and Merrill Marine Transport, with additional assistance from Bancroft and Martin, Fred I. Merrill, and Shaw Brothers, all friends of the Museum based in the Portland area. Seashore extends its deepest thanks to all of the organizations and individuals who made this valuable acquisition possible.

There was an interesting sidebar to the SOAC project, after the University of Colorado offered to donate an electric railway demonstration system. The Electrical Engineering Department had discontinued instruction in streetcar technology, and the test set lay idle. Charles Wright, a friend of Seashore's in Boulder, contacted Professor William Hanna and ar-



ranged for the equipment to be given to the Museum. Some consideration was given to bringing the entire rig to Maine for a visitor demonstration, but it was decided that there would be more value as parts to equip incomplete cars. We were accordingly given two nearly new Birney Car motors, and two control systems. Left behind were a monster flywheel, a friction scale device that measured torque, and a PCB transformer and rectifier power supply, which the University kindly undertook to dispose of elsewhere.

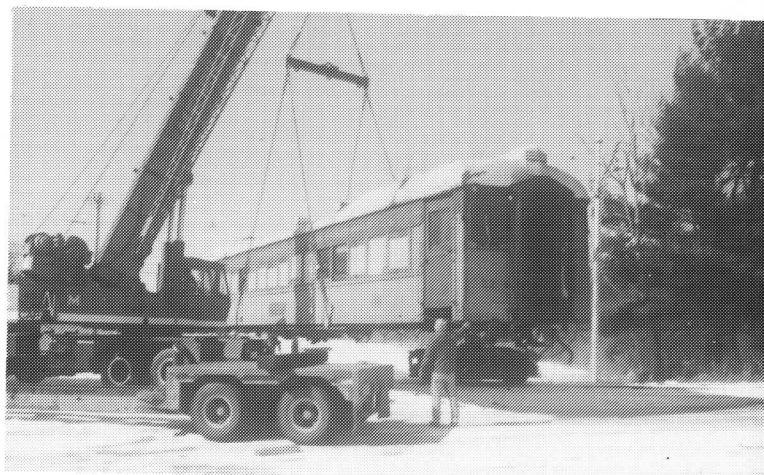
With the assistance of University Laboratory Manager Robert Carr, a Seashore crew dismantled the system and loaded the motors and controllers onto a rental truck, which was then driven from Boulder to Pueblo, where the Test Center staff crated it. Then they loaded it on a flatcar along with the original trucks and parts which had been taken off SOAC-2 in anticipation of the subsequently abandoned propulsion test program.

When Chicago's South Shore Line received new equipment recently, it brought the end of service for America's last interurban cars, the great steel cars ordered during the line's operation by the Insull Trust. A number of the old cars went to the National Park Service for a planned shuttle from the South Shore to Indiana Dunes National Seashore. It was later determined that more cars had been retained than would be needed, and the National Park

Service kindly made Chicago, South Shore and South Bend Car 32, available to Seashore, transportation furnished. The initial plan had been to move the car on its own wheels, but as a coupler was damaged in a switching move, No. 32 went aboard a flatcar in Sarnia, Ontario.

The wait for the car itself was an agonizing one. There were repeated mishaps enroute, and the Museum's mechanical people had to be sent to assess the damage and arrange repairs. Finally, Canadian Rail Historian Omer S. A. Lavallee reported seeing the car pass through Montreal. Alas, it was soon back, refused entry at the border. Because the car traversed Canada, customs documentation had to be in order. It listed only Car 32; the flatcar number had not been entered.

No. 32 finally arrived in Portland on March 27, and via crane service and commercial trucker at Seashore on April 1. It was worth the wait, for Seashore's National Collection now contains representatives of all three of the great Chicago Interurbans — the South Shore; the Chicago, North Shore & Milwaukee; and the Chicago, Aurora & Elgin. No. 32 was built by Standard Steel Car Company of Hammond, Indiana, in 1927. When some of the cars were lengthened during the second World War,

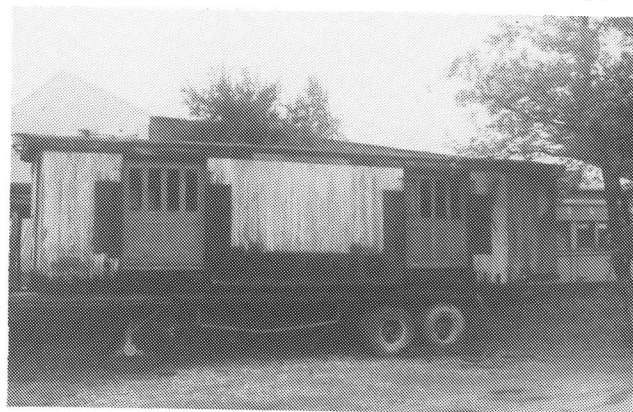


using surplus parlor and dining cars for the splice segments, this one escaped, so is "as built" originally for the South Shore. This line used pantographs and 1500 volts. Most of Seashore's trolley overhead is pan compatible mechanically, and our experience with the 1200 volt Aroostook Valley Cars suggests that No. 32 will run in a stately but adequate fashion on our 600 volt railroad. Sprightly performance will await an eventual major rewiring, but dim lights will be no problem, since the illumination system is 32 volt, battery powered.

Just before his death, as a part of the then new Operation Last Roundup, Seashore's Founder and President Ted

The Museum's representative of the Chicago, South Shore & South Bend shown arriving on a wintery day.
F. PERRY

The body of Groton & Stonington plow 106 still on the Museum trailer which carried it to Seashore. JDS



Santarelli had discussed acquiring a classic Taunton Snowplow. Unfortunately, when Ted died, no one else seemed to know just where the Taunton Plow was. Early in 1989, however, our friends at the Connecticut Trolley Museum in Warehouse Point called to inquire if we were interested in a Taunton Plow that they had been offered but were unable to accept. It turned out to be the one Ted had found, and had served as an amateur radio shack in downtown Mystic, Connecticut. Plow 106 of the Groton and Stonington Railway was built in 1906 by the Taunton Locomotive Works, and is typical of those used by many of the smaller largely single track lines. This is a nose plow, which wedges the snow to both sides. Double track lines required a shear plow like Seashore's Providence Car 16, that throws to one side only.

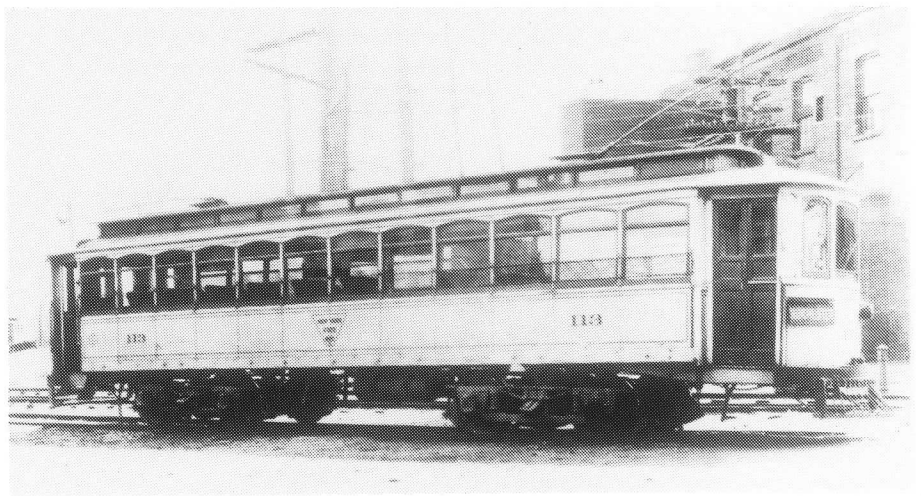
This project enjoyed particular support from the community in which it was found and had originally operated. Through the efforts of the Mystic Historical Society, which arranged extensive local media coverage and donated generously to the cost of trucking the plow to Maine, Fort Rachel Marine provided crane service for loading the carbody at no cost. The community interest thus generated was evidenced by a large turnout of spectators on the day of the move. The Taunton Plow was brought to Maine by one

of our late President's sons, who was proud to undertake as his first such project, the car his father was planning to move next at the time of his passing.

Three other historically significant cars came under the Last Roundup program in 1989. Rochester and Sodus Bay 113 was built by Jackson and Sharp in 1899, originally numbered 74. It is the first in the National Collection from this important builder, and probably the oldest interurban car still in existence. The Sodus Line, later part of New York State Railways, was one of the earliest interurbans, and at 40 miles, the world's longest in 1899. The car was found in Webster, only about a mile from the site from which Sea-

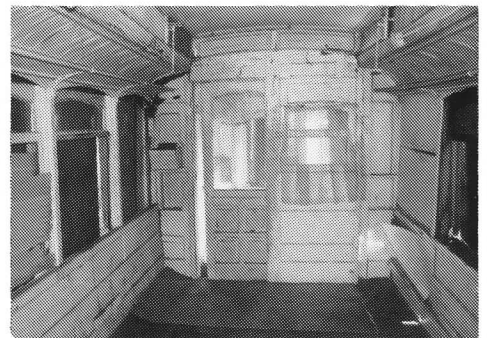
shore recovered Rochester 1213 in 1984. No. 113 was donated by Bruce Hegedorn, owner of the leading supermarket in the area, and pioneer resident Erva Wright Smith. A set of Taylor MCB Trucks, correct for this car, was donated from a wrecked Niagara & St. Catherines car by Robert Groman from the defunct Rail City project in nearby Sandy Creek.

Though Car 113 had been used as a house, its seats were still in Mrs. Smith's barn loft, making it exceptionally complete for something out of service some 60 years. A Seashore crew brought the car and trucks from New York in two moves during September. During the loading of the carbody in Webster, there was an



ABOVE: The Museum's car 113 from the Rochester & Sodus Bay line of the New York State Railways shown at the East Main Street yard in Rochester during its operating years.

*J. MCFARLANE
RIGHT: Much interior detail survived the car's use as a house. D. BLACK*

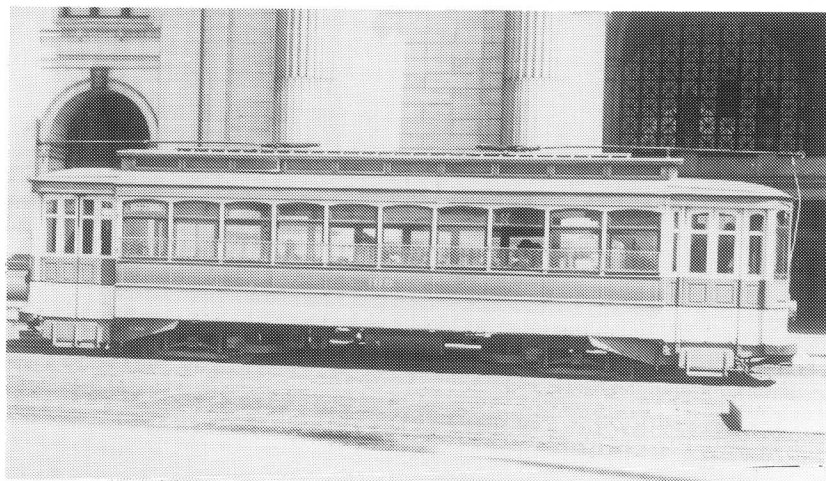


outpouring of support from the local community unlike anything hitherto experienced on such a mission. There was not only sustenance and hospitality for the crew, but substantial contributions of expertise, equipment, and hard physical labor. Much of this was due to the efforts of Mrs. Smith, local historian Richard Batzing, and Fire Chief Steve Wright, who also manages the resort community and trailer park at Wright-on-the-Lake, where the car was located. The car, remarkably sound for its age and history, arrived at Seashore on September 19, and was re-trucked shortly thereafter.

The second car was Capital Transit 197, one of the 1910 Jewetts that were the mainstay of the old Capital Traction System, and widely believed to be the best and surely the most numerous of Washington's pre-PCC fleet. There are a few other traditional Washington cars preserved, but all are from more peripheral car classes, so we were intrigued when 197 was discovered. Craig Singleton, a Washington accountant, had acquired a vacation cottage at Point Lookout, at the tip of the peninsula between the Potomac and Chesapeake Bays. Part of the cottage was the streetcar; Mr. Singleton wanted to build a better house, but recognized the historical importance of the car, so placed a classified ad offering it to someone who would save it. The item was called to our attention by our friends at the National Capital Trolley Museum, who wanted the car saved, but were not in

a position to take it themselves. Following a meeting with Mr. Singleton in July for a preliminary inspection and getting acquainted, it was agreed that the car would be moved in the Fall. Seashore personnel would assist Mr. Singleton during his vacation in early October, dismantling the structure and readying the car for moving.

Following the Museum's Members' Day, a volunteer crew left for Maryland with a moving rig. The stretch trailer that had been used to move 113 was not available, so the dolly method would have to be used, this time with a new delivery technique in which the dolly was loaded upside down on the tractor, eliminating the need for another trailer that would have to be retrieved separately. The largely wooden car is very sound, strengthened by massive steel side plates. It rode back perfectly after being loaded at Pt. Lookout with a locally hired skip loader and crew, arriving at Kennebunkport on October 14. Regrettably, the museum's last spare set of Brill 39-E Maximum Traction Trucks had already been assigned to Sioux City 46, so this car will sit temporarily on shop trucks. One of the roller signs, as well as doors and sash are still in place, with no glass broken and roof and underframe exceptionally sound, so this may



be an easier restoration than some others already done.

The Rapid Transit Collection was augmented by the acquisition of 800 and 1440, built by ACF in 1936 to open New York's Eighth Avenue Subway, the first line to be entirely city operated (IND Division). These splendid cars were from one of the last orders of traditional rapid transit cars built in this country. Citing economy, the city recently withdrew these cars from its museum fleet and auctioned them off. The successful bidders for car 800 were Seashore's Rapid Transit Collection sponsors. Car 800 arrived in August and will be in service for the 1990 season. Car 1440 came early in 1990, donated by Mr. Arthur Green of Hudson Rondout Company of Woodstock, New York. The dolly method was used very

Capital Transit No. 198, sister to Seashore's 197, shown in front of Washington's Union Station. Both trolley poles are hooked down as in the District cars drew power from an underground conduit.

TED
SANTARELLI
COLL.

Washington 197 after arrival, still on the moving dolly. Most body parts remain in relatively good condition.

D. BLACK



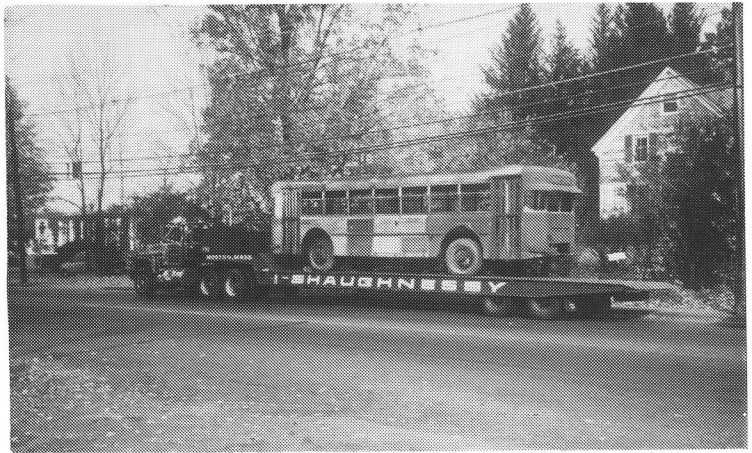


ABOVE: A Boston Elevated Twin Coach bus of the same type as the two acquired by the Museum in 1989.

D. COHEN
COLL.

ABOVE RIGHT: Boston Twin 964 just after being loaded at Stow, Mass. P. KOCHS

BELOW: A White similar to the Museum's 1508 boards passengers in Harvard Square. WHITE MOTOR CO.



tions as transit companies first considered seriously buses as replacements for at least some streetcars, and sales of Twin Coaches and their clones soared.

One of the largest fleets of the Model 40 was that of the Eastern Massachusetts Street Railway, whose No. 523, built in 1934, had survived as an office and storage building at a scrap yard in Plaistow, N. H. In March, Museum members found and purchased the coach, and arranged for it to be trucked to Maine. As a part of the project, our Town House Shops had to fabricate special obsolete wheels so the bus could be moved about, even though the actual trip to the museum was on a flatbed. It arrived in June on a contractor's semitrailer.

In August, Seashore's Bus Curator found another of the same model in Stow, Massachusetts. Boston Elevated 964, from the first part of the production run, in 1932, was also in much better condition. Boston was noted for the variety of its bus fleet when the use of buses for city transit was in its early stages. The management of the Elevated liked to sample different models to find those most suitable, and

they were so pleased with the Model 40 that the Boston orders for these vehicles were exceeded only by those of the Brooklyn Bus Corporation.

The bus was donated to Seashore by Anthony and Melody Batista, who had acquired it as part of a farm they purchased several years ago. The previous owner had used the bus for an electronics workshop, but the Batistas, who had no plans for the vehicle, were delighted to have 964 go to the museum. Much preparation was needed to move the bus, including removal of surrounding farm structures, a program to which Mr. Batista gave great assistance, having become very interested in the preservation plans. It was also necessary to borrow the rear axle from 523 for the move, since 964's was missing. Once up on all four wheels for the first time in 40 years, No. 964 was easily steered out for loading. The Boston firm of Shaughnessy and Ahearn kindly did the trucking at reduced cost, enabling significant savings. Final delivery to Seashore was accomplished in November.

This year two of the four buses donated some years ago by member Alan Pommer were moved to the museum. Boston Elevated Railway White #1508 and Middlesex and Bos-

ton ACF-Brill #192 were part of an effort by Alan Pommer and other interested persons to create an historic bus organization.

No. 1508 is a model 788 White which utilizes a 12-cylinder horizontally opposed under-the-floor engine mounted in the center of the coach and driving toward the rear through a hydraulic transmission. The radiator is mounted at the rear and is driven by a drive shaft extending from the front of the engine to the rear of the coach. The integral type body is of aluminum and steel.

The bus was delivered to the Boston Elevated in December of 1946 and assigned to Somerville Garage where it spent its entire service life. The bus was ordered into storage at Everett Shops in October of 1961 only to be sent back into service one month later. It was again retired in February 1963 and once again returned to service until the last Whites were retired by December, 1966 when Boston's bus fleet became 100% diesel operated. These Whites were very popular, as evidenced by Boston's fleet of 116. Other cities which had large fleets of Whites were Washington, Cleveland, New Orleans, Dallas, San Francisco, and Scranton, to name a few.

Middlesex and Boston #192 is a 1948 C36 ACF-Brill, very similar to the Museum's bus 31 from the Biddeford & Saco. These buses used a gasoline powered Hall-Scott 6 cylinder pancake engine mounted under the floor in the center of the bus. Their

design at the time was indeed advanced and well represents American industry during the era of boundless prosperity following World War II. Even today, somehow, these coaches do not appear out of place with their integral construction, aluminum sheathing and modern styling.

The Middlesex and Boston Street Railway, based in Waltham and Newton Massachusetts, served many of Boston's western suburbs, first with streetcars (last operated in 1930) and then buses. World War II revenues and post-war area population growth enabled the M&B to purchase a large fleet these ACF-Brill buses in the late 1940's. They served long and well until the last of them was retired in 1967, with No. 192 the last to operate on a farewell fantrip. Not too long thereafter, the M&B was absorbed by the MBTA on July 1, 1972 after 104 years of existence.

NORTH TERMINAL REPORT

In 1989 all funds available for the North Terminal project were expended on survey and engineering work at the U.S. Route One end of the site. This engineering established property line boundaries, determined future track layout, and provided the engineering plans for a proposed rail connection to the Guilford Transportation (Boston & Maine) main line.

These efforts were undertaken at this time in order to cooperate with the plans of the Dead River Oil Company, which proposes to purchase all or part of our former North Terminal to construct a rail connection and establish a bulk propane tank facility



A Middlesex & Boston ACF-Brill identical to No. 192, which was acquired by Seashore in 1989. M. CASTELLANOS

American LaFrance engine No. 3 from Steep Falls, Maine.
P. PARAS



there. Besides the purchase price for the property, Seashore would gain a rail connection, as Dead River would be a siding customer off the connection, and Seashore would own the main line connection. This project is on hold until business conditions can warrant the investment by Dead River. The finished engineering plans are available for viewing at the Museum office.

Biddeford Station, Inc., continued its development of the new North Terminal building with the extension of the building now complete, and the south and east sides in their final bricked form. A commemorative bronze plaque was erected on the building to note the 100th anniversary of the Great Northern Railway. All of the GN equipment, including the dining car, was moved to permanent locations inside the building.

In 1990, the Terminal Improvement Fund will resume development of the roadbed linking the Route One site with the Atlantic Shore Line right of way, as funds permit.

FIRE CONTROL OFFICER'S REPORT

This year started a major step in fire prevention at the Museum. Three Gamewell fire alarm systems were donated by Thomas Buckie of R. B. Allen Co. The alarm systems were designed to be installed in the Visitors Center, Highwood Barn, and the Town House Shop. The Visitors Center was first to have a system installed and will be completed early in 1990. When the installation of these fire alarm systems is completed, their initial function will be to announce a fire signal at the Museum. The next project is to connect these into a master fire alarm panel that

can transmit a signal to an outside alarm company. In turn the alarm company would notify the proper authorities to respond. The goal of such fire alarm systems is to enable local fire departments to respond faster to the Museum in the event of a fire.

A 1941 American La France fire engine, a pumper, from Steep Falls, Maine was donated to the Museum in 1989 by Eugene Therio of Portland. Plans are to rehabilitate the engine for several purposes such as local parade appearances and watering the Museum's gravel roads to reduce dust. Minor repairs to the motor enabled the engine to be driven to the property under its own power. Since arrival, it has been mostly repainted.

FIGURE 1
SUPPORT AND REVENUES FROM 1978 TO 1989

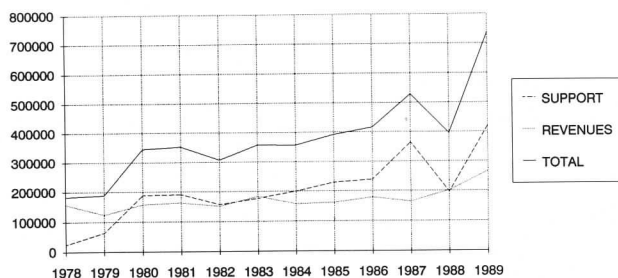
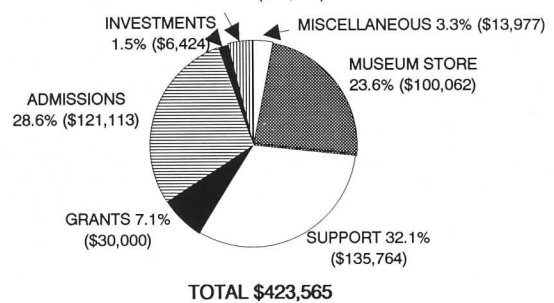


FIGURE 2
CASH SUPPORT AND REVENUES IN 1989
(including Deferred Grant Income)



Financial Review and Analysis

Report of the Chief Financial Officer

The audited financial statements for Fiscal Year 1989 as prepared by the Museum's independent auditors, Ernst & Young, are presented on pages 36 through 39. In 1989, cash and non-cash support, revenues, and attendance all increased over previous years. Figure 1 displays support and revenues over the past eleven years. Using 1978 as a base, total income increased from \$182,232 to \$736,160 in 1989, representing an average annual growth rate of 9.8%. Support, which includes the categories of grants, cash contributions, contributions-in-kind, and the value of services contributed by Museum volunteers has shown significant growth — from \$24,425 in 1978 to \$195,519 in 1988, and, in 1989, to \$478,359.

Over the previous six years cash contributions had 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. In 1989, the performance was spectacular — with \$135,764 in cash contributions from Museum members and friends. The value of contributed services has also increased, from \$58,277 in 1982 to \$101,787 in 1989, 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 had been sporadic — \$4,938 in 1984, \$26,409 in 1985, \$27,193 in 1986, and none in 1987 or 1988. In 1989, however, a \$30,000 grant was received from the Casey Albert T. O'Neil Foundation for the renovation of the Museum's Town House Restoration Shop. This is the first installment of three such grants for this purpose. In 1989, \$8,014 of the grant was expended, with the remaining \$21,986 shown in the financial statements as deferred income.

Another significant growth in support has been in the category of contributions-in-kind, or value contributions. They were \$22,460 in 1982, \$37,989 in 1984, \$77,344 in 1986, \$225,400 in 1987, \$32,264 in 1988, and \$232,794 in 1989.

Revenues, which constitute membership dues, admissions, auxiliary operation revenues (store sales), interest, appreciation of investments, and other miscellaneous items, exhibited only slight growth over a ten-year period, growing only an average of 2.5% a year, from \$157,807 in 1978 to \$201,030 in 1988. In 1989, they rose to \$257,801, a 28.2% increase over 1988, due mainly to the increase in admissions and store sales. The Museum's total support and revenue income in 1989 was \$736,160, comprising

FIGURE 3
ANNUAL MUSEUM VISITORS FROM 1978 TO 1989

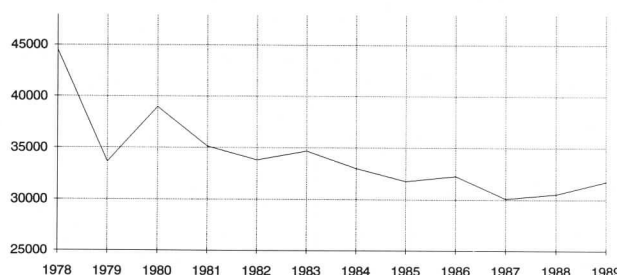
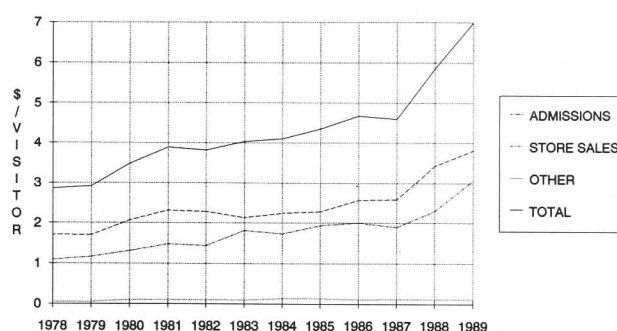


FIGURE 4
AVERAGE INCOME PER VISITOR FROM 1978 TO 1989



\$401,579 in cash receipts and \$334,581 in non-cash receipts. Non-cash receipts included \$101,787 for the value of services contributed, recorded by 106 members, and \$232,794 in contributions-in-kind. The latter included \$2,270 in contributed stock investments, \$9,333 in member loans forgiven and donated, \$162,670 for the purchase and transport of collection items, \$11,128 in fundraising and library planning consulting fees, \$3,802 for the conservation of the vehicle collection, \$5,513 for transformers and other contributed power station equipment, \$21,289 in miscellaneous materials and supplies, and \$16,709 for various capital equipment. The breakdown of the \$401,579 in cash receipts plus the \$21,986 in deferred grant income is depicted in the pie-chart of Figure 2.

Though Museum public attendance declined in prior years, it increased to 31,751 in 1989 from 30,524 in 1988. Figure 3 displays the 12,792, or 29%, decrease from the 1978 level.

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

In 1989, further admission rate adjustments and attendance

New England Electric Railway Historical Society, Inc.
Balance Sheet

Year ended December 31, 1989 (with Comparative Totals for 1988)

Assets	December 31, 1989				1988
	Unrestricted	Restricted	Plant	Total	Total
Current Assets					
Cash and equivalents	\$818	\$29,094	\$ -	\$29,912	\$43,744
Short-term investments (Note 2)	40,041	77,307	-	117,348	93,293
Accounts receivable	393	-	-	393	2,214
Interfund account	-	6,361	-	6,361	2,168
Inventories	35,511	-	-	35,511	41,030
Prepaid expenses	239	-	-	239	4,422
Total current assets	77,002	112,762	-	189,764	186,871
Fixed assets - net (note 3)	-	-	838,778	838,778	606,754
Total assets	\$77,002	\$112,762	\$838,778	\$1,028,542	\$793,625
Liabilities and fund balances					
Current Liabilities					
Current portion of long term debt	\$ -	\$ -	\$14,559	\$14,559	\$15,139
Note payable	-	6,433	-	6,433	4,750
Accounts payable and accrued expenses	34,168	15,280	-	49,448	47,155
Interfund account	6,361	-	-	6,361	2,168
Deferred income	4,637	21,986	-	26,623	1,720
Total current liabilities	45,166	43,699	14,559	103,424	70,932
Long-term debt (Note 4)	-	-	125,948	125,948	9,058
Total liabilities	45,166	43,699	140,507	229,372	79,990
Fund balances					
Plant Fund	-	-	698,271	698,271	582,557
Restricted	-	69,063	-	69,063	77,602
Unrestricted:					
Designated by Trustees (Note 5)	41,777	-	-	41,777	36,009
Undesignated, available for general activities	(9,941)	-	-	(9,941)	17,467
Total fund balances	31,836	69,063	698,271	799,170	713,635
Total liabilities & fund balances	\$77,002	\$112,762	\$838,778	\$1,028,542	\$793,625

See accompanying notes to financial statements

increases together substantially raised admissions revenue to a new high of \$121,113, a 15.5% increase over 1988 on an attendance increase of 4%.

Revenue from Auxiliary Operations, which includes Museum Store on-premise and mail order sales, has fluctuated over the past ten years, but on average has grown 3.9% annually. In 1978, these revenues totaled \$60,146, but dropped to a low of \$44,353 in 1979, rose to a high of \$67,006 in 1983, then they dropped again, but rose to \$100,062 in 1989, the highest

level ever recorded in the Museum's history.

Total income from public operations, which specifically includes admissions, on-premise store sales, farebox contributions, and other miscellaneous visitor related income grew substantially in 1989, to \$222,076, compared to \$178,506 the year before. Earlier years yielded \$138,327 in 1987, \$151,419 in 1986, \$139,058 in 1985, \$136,182 in 1984, \$139,851 in 1983, and \$129,055 in 1982.

The average income received per Museum

New England Electric Railway Historical Society, Inc.
Statement of Support, Revenue and Expenses and Changes in Fund Balances
Year ended December 31, 1989 (with Comparative Totals for 1988)

Support and revenue	December 31, 1989				1988
	Unrestricted	Restricted	Plant	Total	Total
Contributions and bequests (Note 1)	\$8,479	\$127,285	\$ -	\$135,764	\$91,562
Contributions-in-kind (Note 1)	147,654	59,018	26,122	232,794	32,264
Contributed services (Note 1)	91,424	-	10,363	101,787	71,693
Membership dues	16,225	-	-	16,225	15,245
Admissions	121,113	-	-	121,113	104,829
Investment income	9,605	137	-	9,742	6,125
Realized gain (loss) on investments	-	(77)	-	(77)	269
Unrealized gain (loss) on invest.	(2,950)	(291)	-	(3,241)	751
Miscellaneous	13,977	-	-	13,977	3,671
Revenue from auxiliary operation	100,062	-	-	100,062	70,140
Grant (Note 7)	-	8,014	-	8,014	-
Total support and revenue	505,589	194,086	36,485	736,160	396,549
Expenses (Notes 1 and 6)					
Program expenses					
Curatorial and exhibits	247,553	111,174	14,036	372,763	215,825
Support expenses					
Membership	28,019	-	1,254	29,273	14,076
General and administrative	126,698	720	4,621	132,039	80,600
Fund raising	24,792	431	-	25,223	6,591
Total support expenses	179,509	1,151	5,875	186,535	101,267
Auxiliary operation	84,934	375	6,018	91,327	58,815
Total expenses	511,996	112,700	25,929	650,625	375,907
Excess (deficit) of support and revenue over (under) expenses	(6,407)	81,386	10,556	85,535	20,642
Fund balances, beginning of year	53,476	77,602	582,557	713,635	692,993
Expenditures for:					
Property and equipment	(13,433)	(72,201)	85,634	-	-
Debt retirement	(3,916)	(15,231)	19,147	-	-
Other	2,116	(2,493)	377	-	-
Fund balances, end of year	\$31,836	\$69,063	\$698,271	\$799,170	\$713,635

See accompanying notes to financial statements

visitor has increased steadily over the last eleven years as shown in Figure 4. In 1978, visitors spent \$2.86 at the Museum on the average, representing \$1.71 in admissions, \$1.10 in Museum Store sales, and \$0.05 in farebox contributions and miscellaneous income. Eleven years later, the average has increased to \$6.99, comprising \$3.81 in admissions, \$3.06 in store sales, and \$0.12 in farebox/miscellaneous income, for an average annual growth of 7.0%. Compared to 1988, the average admission and store sales per visitor have risen substantially, by 11% and 33% respectively.

Total functional expenses were \$650,624 in 1989. These included \$326,600 in cash expenses and \$298,096 in contributed materials and services, all used for operation of the Museum, plus \$25,929 in depreciation of plant and assets. Similar expenses of \$375,907 were expended in 1988 and \$501,544 in 1987. these expenses are further detailed in the statement of functional expenses on page 39.

Additions to fixed assets in 1989 totaled \$257,953. These included \$150,211 for purchase of the Butler Land adjacent to the Museum,

\$3,495 in land improvements to the North Terminal, \$65,028 for building construction and improvements, \$9,294 for miscellaneous equipment and \$29,925 for track construction. These additions were financed by \$145,500 in loans from members to purchase the Butler Land, \$27,152 in contributed materials and services, and \$85,301 in net cash expenditures from the Unrestricted and Restricted Funds.

In 1989, \$19,147 was expended for the retirement of debt, which comprises principal payments for retirement of the Visitors Center mortgage and payments on loans from the membership for purchase of the Butler Land.

The Unrestricted Fund balance was \$31,836 at year end 1989. This balance includes \$41,777 in funds designated by the Board of Trustees for specific purposes, leaving a \$9,941 deficit in undesignated funds. The year end Restricted Fund balance was \$69,063, representing funds donated for specific purposes and programs. The Plant Fund balance was \$698,271, which represents the net value of \$838,778 of all Museum fixed assets, which includes property, buildings, and capital equipment, less the outstanding debt of \$140,507 for the remaining mortgage on the Museum's Visitors Center and loans payable to members for purchase of the Butler land adjacent to the Museum.

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.
NOTES TO FINANCIAL STATEMENTS
December 31, 1989

1. Summary of significant accounting policies

The New England Electric Railway Historical Society, Inc. (the Society) is a nonprofit museum dedicated to the purposes of providing a source of information of a scientific and educational nature relating to the historical and mechanical use and development of electric street railways and collecting, preserving, and maintaining for study and exhibition, electric street railway cars of the various periods and all types, forms and examples of electric street railway equipment; and doing all things necessary and properly pertaining to the accomplishment of the above mentioned purposes.

The Society operates a museum store as an auxiliary operation.

Basis of accounting. The Society follows the accrual basis of accounting in accordance with the principles of fund accounting.

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

New England Electric Railway Historical Society, Inc.
Statement of Cash Flows - Unrestricted Fund
Year ended December 31, 1989
(with Comparative totals for 1988)

	1989	1988
Cash flows from operating activities		
Excess (deficit) of support and revenue over (under) expenses	\$(6,407)	\$7,127
Adjustments to reconcile excess (deficit) of support and revenue over expenses to net cash provided by operating activities		
Unrealized (gain) loss on investments	2,950	(628)
Changes in assets and liabilities		
Accounts receivable	1,821	(1,856)
Inventories	5,519	(6,669)
Prepaid expenses	4,183	(2,110)
Accounts payable and accrued expenses	(8,208)	26,797
Deferred income	2,917	(150)
Other	-	1,833
Net cash provided by operating activities	2,775	24,344
Cash flows from investing activities		
Short-term investments	3,824	5,058
Capital expenditures	(13,433)	(4,550)
Net cash provided (used) by investing act.	(9,609)	508
Cash flows from financing activities		
Amounts (paid to) rec'd from other funds	6,309	(24,052)
Repayment of long term debt	(3,916)	-
Net cash provided (used) by financing act.	2,393	(24,052)
Increase (decrease) in cash and equivalents	(4,441)	800
Cash and equivalents, beginning of year	5,259	4,459
Cash and equivalents, end of year	\$818	\$5,259

Supplemental disclosure of cash flow information

Interest paid	\$9,545	\$3,687
---------------	---------	---------

See accompanying notes to financial statements

relate to future years are recorded as deferred income. Restricted grant revenue is recognized to the extent expenditures are made which can be charged against the grant. Unexpended grants are shown 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 \$101,787 and \$71,693 in 1989 and 1988, respectively. Of such amount, \$10,363 (\$2,774 in 1988) was capitalized and the remainder recorded in the statement of support, revenue and expenses and changes in fund balances as

New England Electric Railway Historical Society

Schedule 1: Functional Expenses

Year ended December 31, 1989 (with Comparative totals for 1988)

	1989					Auxiliary Operation	Total Expenses	1988 Total Expenses
	Program Curatorial & Exhibits	Support Expenses Member- ship	G&A	Fund Raising	Total			
Salaries	\$43,963	\$ -	\$24,197	\$ -	\$24,197	\$6,468	\$74,628	\$54,272
Employee Benefits	2,692	-	3,580	-	3,580	-	6,272	2,599
Payroll Taxes	4,070	-	2,113	-	2,113	596	6,779	5,140
Total salaries and related exp.	50,725	-	29,890	-	29,890	7,064	87,679	62,011
Contributed Services	55,920	1,007	28,530	4,263	33,800	1,704	91,424	68,919
Professional fees	2,683	-	9,974	11,697	21,671	-	24,354	9,024
Utilities	15,886	1,015	6,505	1,568	9,088	1,070	26,044	20,569
Postage and shipping	351	2,423	1,108	988	4,519	1,656	6,526	3,838
Printing and publications	-	7,890	1,520	-	9,410	-	9,410	8,933
Conservation & maintenance	33,137	-	20,858	-	20,858	-	53,995	69,075
Taxes and fees	2,100	-	753	-	753	194	3,047	990
Insurance	7,285	-	5,942	-	5,942	961	14,188	13,903
Advertising and public relations	-	-	7,403	-	7,403	-	7,403	10,465
Travel	2,249	-	2,238	4,791	7,029	-	9,278	2,068
Membership fees	-	-	1,598	-	1,598	-	1,598	1,528
Equipment rental	56,835	-	117	-	117	-	56,952	23,737
Supplies	611	5,994	3,416	1,916	11,326	1,795	13,732	7,095
Interest	495	-	7,566	-	7,566	1,484	9,545	3,687
Miscellaneous	1,350	9,690	-	-	9,690	-	11,040	1,437
Cost of goods sold	-	-	-	-	-	69,381	69,381	40,882
Purchase of collection items	129,100	-	-	-	-	-	129,100	4,750
Total exp. before depreciation	358,727	28,019	127,418	25,223	180,660	85,309	624,696	352,911
Depreciation	14,036	1,254	4,621	-	5,875	6,018	25,929	22,996
Total expenses	\$372,763	\$29,273	\$132,039	\$25,223	\$186,535	\$91,327	\$650,625	\$375,907

support and revenue and allocated to the expenses of the program, support and auxiliary functions which were benefited. The appraised value of materials and supplies contributed is recorded similarly, as contributions-in-kind. Such category included \$16,789 (\$10,700 in 1988) which was capitalized and the remainder charged to functional expenses, including approximately \$130,000 in collection items, shown under program expenses in 1988. In addition members forgave \$9,333 in long-term debt (see Note 4) which was recorded as contributions to the plant fund.

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 capitalized or depreciated.

Inventories. Inventories are stated at the lower of cost or market, cost being determined on the first-in, first-out basis.

Pledges. The Society has received certain pledges for its capital fund from members and friends. Because they are not legally enforceable, these pledges are recorded only when related cash payments are received by the Society.

Income taxes. The Society is a nonprofit organization which is exempt from paying federal income taxes.

2. Short-term investments

Short-term investments, carried at market value, consisted of the following at December 31, 1989:

	Unrestricted	Restricted
Cash equivalents	\$20,970	\$76,302
Common stocks	19,071	1,005
	\$40,041	\$77,307

3. Fixed assets. Fixed assets consisted of the following at December 31, 1989:

	Cost	Accumulated Depreciation	Net
Land	\$199,181	\$ -	\$199,181
Land improvements	43,395	22,369	21,026
Building & improvements	504,688	118,109	386,579
Track and wire	192,276	62,191	130,085
Machinery & equipment	143,854	105,640	38,214
Construction-in-progress	63,693	-	63,693
	<u>\$1,147,087</u>	<u>\$308,309</u>	<u>\$838,778</u>

Depreciation expense was \$25,929 and \$22,996 in 1989 and 1988, respectively.

During 1989, the Society purchased real estate adjacent to its existing property for approximately \$150,000. Such purchase was financed primarily by the member notes payable described in Note 4.

4. Long-term debt

Long-term debt consisted of the following at December 31, 1989:

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	\$8,923
Notes payable to various members, with interest at 7%, payable in quarterly principal and interest installments totalling \$3,666 through 2004	<u>131,584</u>
	140,507
Less current portion	<u>14,559</u>
	\$125,948

Aggregate maturities of long-term debt are as follows at December 31, 1989:

1990	\$14,559
1991	6,002
1992	6,433
1993	6,895
1994	7,391

5. Designation of unrestricted funds

At December 31, 1989, unrestricted funds had been designated by the Board of Trustees for the following purposes:

Restoration of vehicle collection	\$11,791
Museum development	1,676
Purchase & develop. of exhibits & displays	8,305
Endowment fund	16,747
Miscellaneous	<u>3,258</u>
	\$41,777

6. Environmental complaint

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 in the amount of \$10,000, payable in \$5,000 installments due May 1990 and January 1991. In addition, the Society has been ordered to

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

We have audited the accompanying balance sheet of New England Electric Railway Historical Society Inc. as of December 31, 1989 and the related statements of support, revenue and expenses and changes in fund balances and cash flows - unrestricted fund 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 financial statements referred to above present fairly in all material respects, the financial position of New England Electric Railway Historical Society, Inc. at December 31, 1989 and the results of its operations and cash flows of its unrestricted fund 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.

Ernst & Young

700 Maine Savings Plaza
Portland, Maine 04101-3495
June 1, 1990

take certain actions to dispose of and replace the transformers. Total costs related to the matter are estimated to be \$25,000 and, such amount was accrued and charged to unrestricted operations in 1988. Of such amount, approximately \$17,500 was unpaid at December 31, 1989.

7. Grant

During 1989, the Society received a \$30,000 grant for the renovation and expansion of its car shop facility, of which \$8,014 was expended. The grantor has indicated an intention to make similar \$30,000 grants in 1990 and 1991.

MAIN LINE EXTENSION - 1989

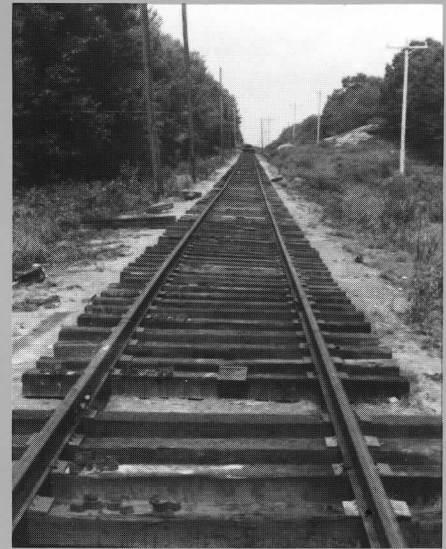


Newly purchased ties are loaded for transport to the extension. D. BLACK



The first electric car over the skeleton track is Claremont, N.H. line car No. 4, used to string trolley wire. F. PERRY

BELOW: Basic assembly of the track is well along in this view. Almost all ties are in place, joints are bolted, and partial spiking is complete. Final spiking, ballasting, and alignment remain. C. PERRY



Before track is laid, holes are bored for line poles. D. BLACK



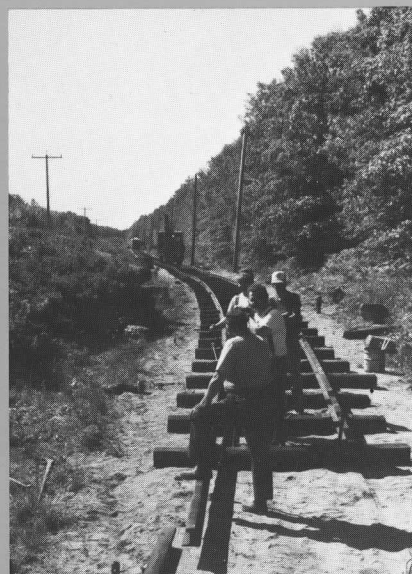
ABOVE: Poles and rail reach the end of the tangent. D. BLACK



While Seashore's electrified bottom-dump car is on lease to the MBTA, a railroad hopper car is used to spread ballast. JDS



Wooden poles are set on the tangent, steel poles in concrete anchor the wire around the curve. C. PERRY



BELOW: Rail is laid around the curve, a milestone long awaited by Seashore members. JDS



As the hopper lacks the fine adjustments of the bottom-dump car, ballast must be leveled by means of ties pushed in front of the wheels. JDS



A surprisingly new rapid transit train joins Seashore's National Collection. Built in 1972 under Federal sponsorship, the experimental two-car "State-of-the-Art" set ran in Boston, New York, Philadelphia, Cleveland, and Chicago before moving to the Federal test center in Pueblo, Colorado.

TOP: Transfer from rail to road transport in Portland, Maine.

F. PERRY

BOTTOM: Unloading at the Museum entrance. John Metzger, Journal Tribune, Biddeford

New England Electric Railway
Historical Society, Inc.
Seashore Trolley Museum
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