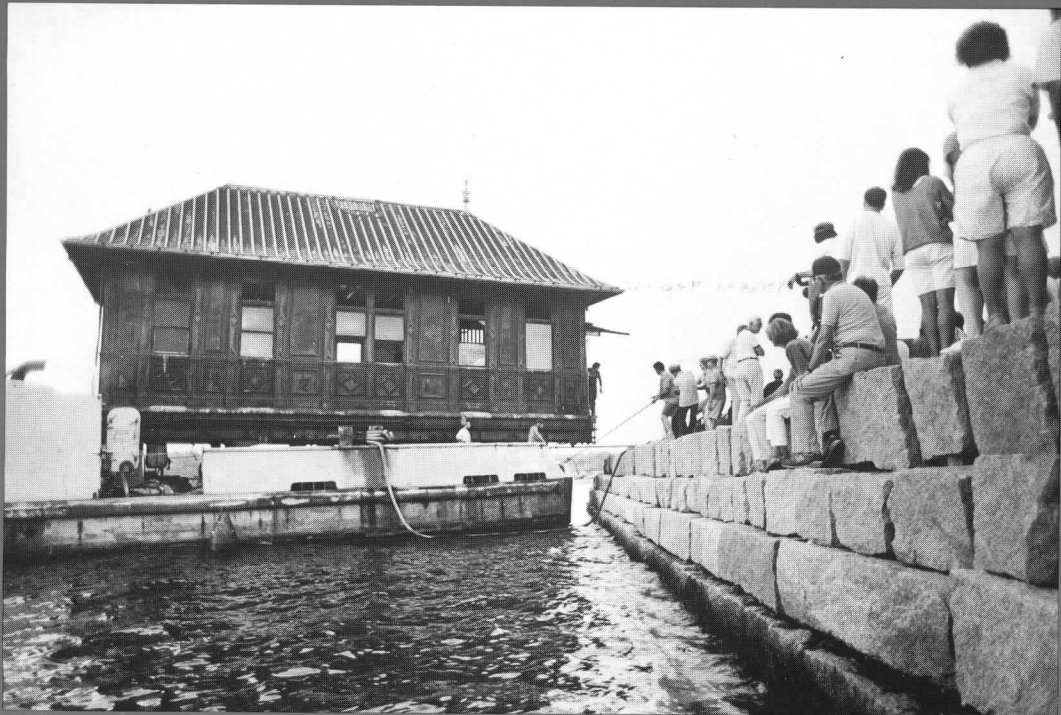


1939-1989
50 Years of Historic Preservation



New England Electric
Railway Historical Society, Inc.

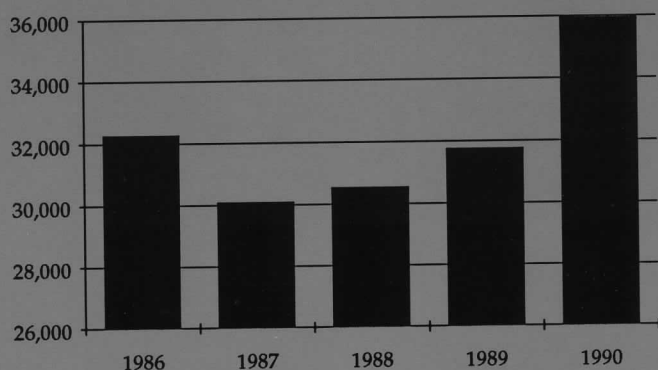
1990 Annual Report



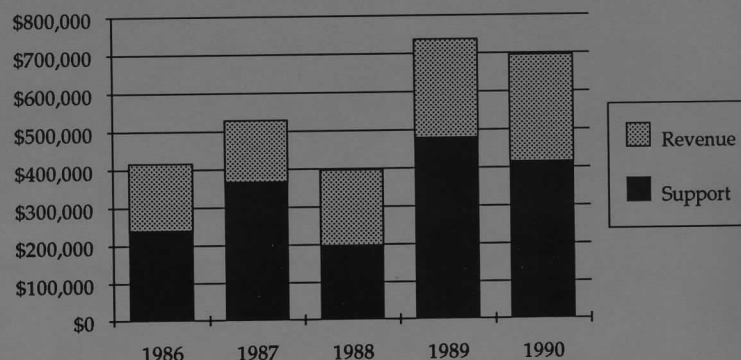
New England Electric Railway Historical Society, Inc

Founded in 1939 by Theodore F. Santarelli de Brasch

Financial Highlights



Paid Attendance



Revenue and Support

Front Cover

Top: The extension to the Museum's main line was opened by Biddeford & Saco 31, loaded with dignitaries, breaking through a banner on Memorial Day weekend. *B. Clarke photo*

Bottom: Northampton Station from Boston's Orange Line elevated makes landfall in Maine, at Colony Beach in Kennebunkport, as its long and complex journey from Boston was completed in 1990. *Tom Wallace, Journal Tribune, Biddeford*

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1990 Annual Report

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Letter to Members

In 1990, Seashore launched its second half century of existence with a year of marked accomplishments. Highlights include the biggest increase in attendance since the Bicentennial era, completion of the daunting move of Northampton Elevated Station from Boston, and preparation for renewal of the Museum's accreditation by the American Association of Museums. These, and many other developments, are the focus of this year's report.

The year marked the first full year with a full time Museum Director on board, after a several year hiatus due to budgetary constraints. The thrust of the new administration is to increase attendance and improve offerings to the public. The first year's efforts brought prompt results. Programs designed to reach out to the neighboring communities, bolstered by broad based publicity efforts, resulted in more than a 10% increase in attendance. It was the third straight year of increased attendance, and brought the annual total back to levels not seen since the nationwide enchantment with American history in the late 1970s.

Special programs started with a circus in mid-summer, continued with an overwhelmingly successful "Ghost Trolley" event at Halloween, and concluded with a well-attended



The car that started it all in front of the Museum's Visitors Center. Biddeford & Saco Open Car 31 became the first streetcar preserved in a museum, when Seashore's founders bought it in 1939, starting a worldwide movement. Fully restored in our shops, No. 31 operates regularly for visitors. *D. Anderson photo*

Christmas Prelude in December. In addition to the publicity and resulting attendance, an important result of the 1990 special events program was the establishment of an enthusiastic committee now dedicated to even more successful programs for 1991. A full account of the year's special events is found elsewhere in this report.

The expanded publicity efforts were bolstered by the extraordinary press interest in the move of Northampton Station from Boston's Orange Line elevated. The ocean and land voyage of the nearly 100-ton copper clad structure was the subject of more than 20 press reports and numerous television stories as it arrived in Kennebunkport by sea, re-

posed on Colony Beach for several weeks in early August, then moved through town to the Museum.

Thousands saw the process, the culmination of what is believed to be the most ambitious preservation project by any museum of Seashore's type. The move is described in more detail on page 8.

In the 1970s, Seashore became the only rail museum to achieve full accreditation from the American Association of Museums (AAM), a status which remains a rarity among such museums today. This major touchstone in Seashore's evolution from being a struggling but devoted group of enthusiasts to an institution structured as other organiza-

tions preserving American heritage has long been a source of pride to the Museum.

Periodically, the AAM reviews the operations of accredited institutions to verify their continued evolution through professional standards. In 1990, Seashore's Finance Committee took on the task of completing the very thorough self-study process in preparation for the AAM's formal review in 1991. This thought-provoking process is shaping Museum short term plans. This project is described in another special section on page 38.

Meanwhile, progress continued on a variety of fronts in Town House Shops. This was the first full year of implementation of the shop expansion program made possible by a



A major event of 1990 was the first operation of New Orleans 966 on the Museum's track. An intensive restoration effort and conversion of the car's trucks from New Orleans broad gauge brought the car to life for the first time since the Canal Street line was abandoned in 1964. *D. Black photo*

multi-year grant from the Casey Albert T. O'Neil Foundation of St. Paul, Minnesota. The Museum watched enthusiastically as crews quickly rebuilt and expanded the machinery areas of the shop. The second floor loft was extended the full length of the building to give much more room for woodworking projects. The outside walls of the shop were replaced, and the entire area was insulated and equipped with a heating system. Removable partitions were fabricated to allow enclosing and heating two vehicles for continued work during the Maine winter.

Carrying out the renovations was a combination of the Museum's paid shop staff, volunteers, and crews from Building Alternatives. This

latter organization, now re-named as Future Builders Inc., is an educational program sponsored by local school systems to provide a means for students who have difficulty adjusting to classroom life to learn teamwork, job discipline, and construction skills in preparation for re-entry into the classroom or transition to full-time construction work.

Seashore has been proud to extend its educational mission into this direct support of public education students, and looks forward to continuing its close relationship with this program long into the future as funding is available. The Museum extends its deep thanks to the O'Neil Foundation for enabling the vitally useful expansion of its conservation facilities, and for inaugurating our work with Future Builders.

Even as construction proceeded in the Shops, restoration projects advanced as well. As detailed in the restoration sections of this report, the Museum's classic New Orleans streetcar 966 advanced to the point it could make its first trip out the main line since arriving at Seashore 8 years earlier. Progress during the year included completing regauging the car's trucks (rails in New Orleans are laid 6 inches further apart than standard) as well as fabricating and installing many body and mechanical parts. In 1991, completion of some small final tasks should allow the car to join the passenger fleet for the summer season.

Other projects benefitting from combined volunteer and paid efforts include Cleveland center entrance 1227, whose long-term restoration advanced with structural work on the underfloor framing, side panels, and roof. As well,

on Twin Cities gate car 1267, the Museum's skilled woodworking craftsman advanced the project of converting the front bulkhead and platform to its original configuration, as others began a thorough overhaul of the trucks and motors.

Aroostook Valley Railroad interurban combine 70 had its roof structure expertly rebuilt, and work started on repairs to the body exterior plus electrical and mechanical components.

As every year, these projects were made possible by the generous donations of our members. Essentially all of the funding came from that source, with major donations from a select group of prime sponsors joined by the generosity of hundreds of other members who contribute faithfully to keep

This Case front end loader, donated by the Kennebunk, Kennebunkport & Wells Water District in 1990, is a vital tool in on-property projects. *B. Austin photo*



this important work progressing. The Museum extends its gratitude for all who have supported these projects, and views with great pride the progress their donations enable.

In 1990 the members' support was bolstered by a \$6,000 grant from the Norcross Wildlife Foundation of New York City. Trustees of this foundation were so impressed by work they observed at Seashore that they extended their conservation-oriented guidelines to allow a grant which was applied to rebuilding the trucks of Seashore's classic New Hampshire interurban car, No. 38. The trucks' deteriorated condition have restricted use of the car, though the body has been fully restored. Our thanks to the Foundation for making this project possible.

In 1990 Seashore received the third \$5,000 in-



The April 1990 graduates of Seashore's Operator Training & Safety program pose for their class photo in front of the Visitors Center. Formal certification of operators was a major program launched in 1990.
W. Clark photo

stallment of the \$15,000 pledged by Harry E. Figgie, Jr., Chairman of Figgie International, for the restoration of Lake Shore Electric interurban 171. This pledge was made in memory of Seashore's late founder and President Ted Santarelli, a Harvard classmate of Figgie's. Substantial funds

are on hand for restoration of this classic Midwestern car, a project which will begin as soon as it can be scheduled into the restoration shops.

All-volunteer restoration projects showed continuing progress in 1990 as well. As detailed in the Volunteer Restoration report, over 30 vehicles benefitted from volunteer activities, some sporting a complete new exterior finish, others from some simple repairs, but the vast majority moving carefully along the road to full restoration.

One of the most enthusiastically supported non-vehicle projects in 1990 was the evolution of the Museum's library. While efforts continue to develop sources of funding for a new library building, work is advancing toward making the collection available in the current building. Spurred by the donation of

the archival collection of McGraw-Hill's transit publications in 1989, Seashore's Library Committee prepared cabinets and shelving plus undertook proper cataloguing of important past donations, including the McGraw-Hill and Goldsmith collections.

By mid-year, the Library had supported several research projects, and the Committee looks forward to many more in the future. The installation of a furnace freed by the Shop rebuilding program late in the year enabled work to continue in adverse weather, so that progress can become year round. See the Library Report on page 25 for more details.

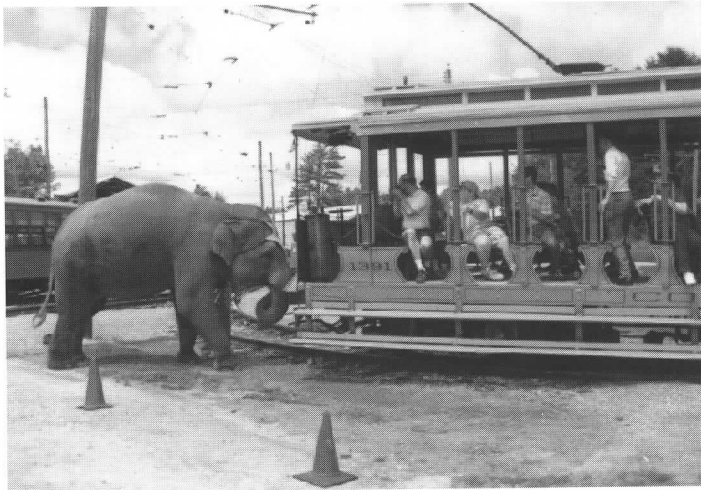
Visitor-oriented improvements continued to be a major theme at Seashore in 1990. One highlight was the return of a food service to the Museum with the opening of a snack bar concession in the Visitors Center. Having simple food available at the center of the Museum was popular with visitors giving this offering potential for greater long term viability than the remotely located service offered in North Shore diner 415 some years ago. Late in the year improvements to the snack bar area, including completion of wall-board, installation of a suspended ceiling, and improved electrical and

(continued on page 5)

Modern day passengers discover the air conditioning of a previous generation — riding an open trolley on a warm summer's day. Biddeford & Saco 31 near the end of Seashore's main line.
B. Clarke photo



Museum Special Programs



An open car propelled by a pachyderm. This demonstration of elephant power was held when Vidbel's Olde Tyme Circus visited Seashore. *B. Tomer photo*

Increasingly it has become evident that the Museum must develop innovative ways to attract the visiting public as those with first hand memories of trolleys become fewer. Consequently in 1990 a number of events were planned in which the streetcars played a major role but were not the only focus.

First, the Museum hosted Vidbel's Olde Tyme

Circus on July 28, in the first of what we hope will become an annual event. The big top tent was set up in the field across from the Visitors Center. Many first-time visitors from the local community were attracted, and enjoyed the unusual sight of circus animals and performers at Seashore — some even witnessed an elephant propel an open car, a live demonstration of the power of these huge mammals. Two shows were held on the sunny Saturday afternoon drawing a total attendance of nearly 800.

The most successful event of the year was the Halloween "Ghost Trolley" Celebration taking place on the evenings of October 26 and 27. Promotion of this event involved a combination of the local community and Museum members.

The Museum Director and Publicity Manager visited 31 classrooms in the schools of Arundel, Biddeford, Kennebunk, and

Kennebunkport hosted by the schools' art teachers. They gave a brief slide presentation about the Museum's trolleys then told an open ended story of a boy who rode a "ghost trolley." Next, the students drew on paper their reactions of what might have happened to the boy. The impressions were collected so that several hundred drawings were posted in the Visitors Center during the "ghost trolley" evenings, to the delight of both the students and their parents.

Attendance was beyond all expectations, with 2,067 "ghost" riders. Aroostook Valley Railroad Combine No. 70, having the appropriate haunted appearance was made operational with working interior lights, full lubrication, and repairs to seats to complement the extensive roof repairs made earlier in the year. Because of the crowds, four other cars were pressed into service including Connecticut

Company open 303 on that very frosty evening. Lines of visitors snaked through the Visitors Center, across the passenger platform, out to Arundel Station. The steady stream of trolleys loading and departing recreated the feel of a long ago rush hour.

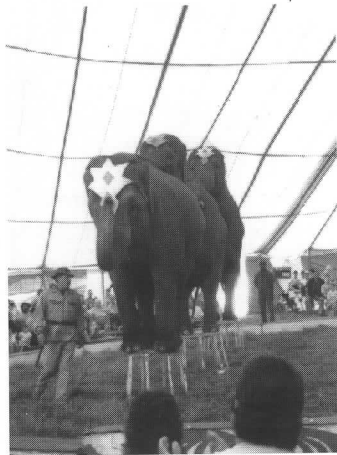
All parking areas and the Visitors Center were taxed to the limit. Inside, refreshments were served to all visitors and entertainment was provided by members of Biddeford's City Theatre, professional ghouls from Saco's Funtown Haunted House, Kennebunk's 50 Plus Club, as well as many Seashore Members. A visiting member of the Maine Mariners hockey team was the celebrity for one evening and a local artist made a logo for this and the Christmas Prelude. Building links with community organizations and local residents is an important collateral benefit of such events.

Finally, the Museum participated in Kennebunkport's 9th annual Christmas Prelude. To provide suitable transport to visitors, a local florist decorated Montreal Observation car No. 2, transforming it into the "North Pole Express." A total of 666 paid admissions were recorded, an increase of 485 from the previous year. Income grew by \$1,222 despite lower admission charges.

Santa and Mrs. Claus (both Seashore members) arrived on No. 2 to enter-

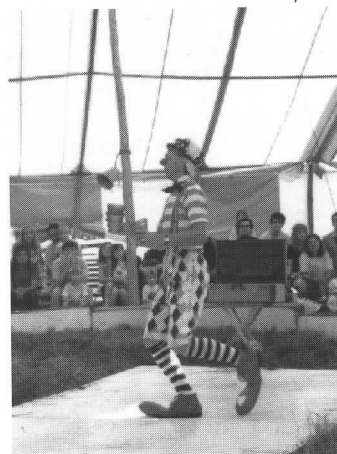
Under the big top, the elephants demonstrated surprising coordination.

B. Austin photo



A clown expert in juggling was another feature of the show.

B. Austin photo



Letter to Members



During the Halloween *Ghost Trolley* event, all sorts of unsavory characters emerged from the woods to haunt trolley passengers, in this case on Montreal 2052.

D. Black photo

tain the visiting children in front of a background drawn by children from Arundel's Mildred L. Day School. Additional income was derived from the sale of Polaroid photos of youngsters with Santa plus from refreshment sales.

To add to the festive occasion, a musically skilled museum member played carols on the Visitors Center piano. Participants in the other Prelude activities in Dock Square were encouraged to come to the Museum by the operation

of recently acquired GMC bus 627, decorated with Christmas lights and carrying Mr. and Mrs. Claus through the quite busy downtown Kennebunkport area.

The success of these events resulted in a palpable sense of enthusiasm among those who planned and conducted them. They quickly organized a committee to critique each of the occasions and develop plans for an extended and improved special event program in 1991.

Representing the Museum off the property, Middlesex & Boston Brill 192 participated in Kennebunk's Olde Home Week Parade in May.

T. Santarelli photo



(continued from page 3)

plumbing connections were underway to enhance the service in 1991.

A generous \$10,000 donation from one of the Museum's Trustees enabled improvements to the track and passenger platforms at the center of the Museum. The boarding platforms for both main line ride and the shuttle to the exhibits were extended and raised, and deteriorated track at Arundel Station was renewed by a concentrated effort on the part of the Seashore's Track Department. This grant will enable similar work on track and walkways approaching the Highwood exhibit barn in 1991.

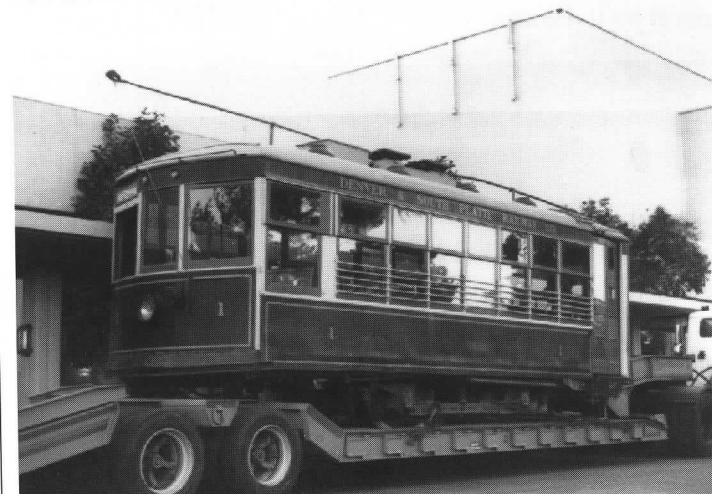
The Museum's entrance area received both short and long term improvements. A group of volunteers undertook cleaning up material stored in visually unattractive areas, trimmed trees for enhanced visibility, while planting more trees to improve landscaping. With an eye to having a permanent exhibit to attract motorists approaching the Museum, a group of volunteers undertook the cosmetic restoration of unmotored Sanford, Maine Birney car 82 (one of three such cars in Seashore's collection), to be stationed continuously on the display track at the entrance. Having this car properly finished and weatherproofed will save the exposure-related deterioration experienced by restored cars used

for display service in the past, while providing a highly appropriate car to entice visitors to enter the Museum. Plans call for 82 to be in place in the 1991 operating season.

Seashore's offering to the public was also enhanced by installation of new fluorescent lighting in Riverside Barn, a building normally filled with restored cars, and, as previously mentioned, by the expansion of the Visitors Gallery in the restoration shop. As well, new road signs to help potential visitors find Seashore appeared on the Maine Turnpike, southbound at Exit 4, and on local roads between the exit and the Museum.

Finally, late in the year a group of volunteers began developing a new and more complete set of interpretive exhibits in the orientation room of the Visitors Center. When complete, the public will have the opportunity to view photographs, models, artifacts, and a video presentation which help explain the historical role of mass transit as they begin their visit to the Museum.

Museum visitors have for years cited a lengthened ride as one of their priority requests for Seashore development. In 1990 progress toward this goal continued as the Museum's Track Department worked to complete the 1200 foot extension assembled in 1989. The Track Department organized itself very effectively by developing a



Denver & South Platte Birney No. 1 made two stops in the Boston area in 1990.

Upper: Resting on old streetcar rail, the car is a featured exhibit at the Employees' Open House at the MBTA's Everett Shops.

B. Clarke photo

Lower: On board the trailer which transported it from Maine, No. 1 was displayed at the Newton Marriott Hotel, the former site of the Middlesex & Boston Street Railway's Norumbega Park, for a City of Newton historical observation.

S. Clark photo

schedule of planned work weekends and by assembling a mailing list of members to enable sending written notices soliciting help with each step in the process. The results were large and well organized crews working on final ballasting and leveling of the track plus an extension of several hundred feet beyond the curve to what will be the

1991 end of the ride.

By Annual Meeting weekend in May work had progressed to the point of allowing a ribbon cutting ceremony formally opening the extension, marked with a ceremony to thank the hundreds of Seashore members and friends whose donations had made the project possible. Meanwhile, preparations for ex-

tending the catenary overhead wire supported by the authentic steel towers from the former Rochester, Syracuse & Eastern interurban continued with fabrication of forms for the concrete bases which are planned to be poured in 1991.

Additionally, volunteer surveying crews examined the site of the planned Talbott park and sketched alternative alignments for a turning loop. The result, after careful evaluation of alternatives, was a plan endorsed by the Board of Trustees in early 1991 for a 65 foot radius loop to be located adjacent to the main line, branching from a single switch at a point several hundred feet from the end of the curve. The crew hopes to begin work in earnest on this loop during 1991. A \$6,000 donation from one of the Museum's Trustees served as seed money to start serious development of the park served by the loop.

In December, the track projects were given a major boost with the donation of six truck loads of relay quality ties by the J.F. White Contracting Corp. of Newton, Massachusetts, a very generous supporter of the Museum over the years. These ties were freed by reconstruction of the B&M Eastern Division undertaken by White, and were trucked to the Museum at a total cost of \$1,500, all of which was covered by donations. The ties will be allocated equally to the main

line extension, to the next carbarn, and to track maintenance activities.

An important infrastructure revision program begun in 1989 was completed in 1990 with the replacement of key portions of the Museum's AC power distribution system. In 1989, Central Maine Power Company donated six transformers which would enable replacement of older transformers insulated with PCB oil before environmental regulations taking effect in October, 1990 proscribed their use. By early fall, the new transformers were in service feeding the power station which supplies the 600 volts direct current to operate our cars.

General Electric operations in Waltham, Massachusetts, Schenectady, New York, and Erie, Pennsylvania made donations which greatly reduced the cost of this project, including disposal of the PCB oil in the large transformer formerly adjacent to the power station, and supplying diode panels from diesel locomotives to be used in the AC to DC conversion. Other firms helping with this vital project include Gould Shawmut of Newburyport, Massachusetts who donated fuses for the rectifiers, S&C Electric of Chicago, who donated main disconnect switches to control the flow of power to the Museum property, and

Microsemi Corp. of Broomfield, Colorado, who donated additional diodes. The Museum thanks all of these firms for their generous support.

In its second year of operation the Museum's Operations Training and Safety Committee brought their program of formal certification of trolley operators into full implementation. The group prepared training documentation and classroom instruction material aided by members who are transit operations professionals and by representatives of other museums with similar programs.

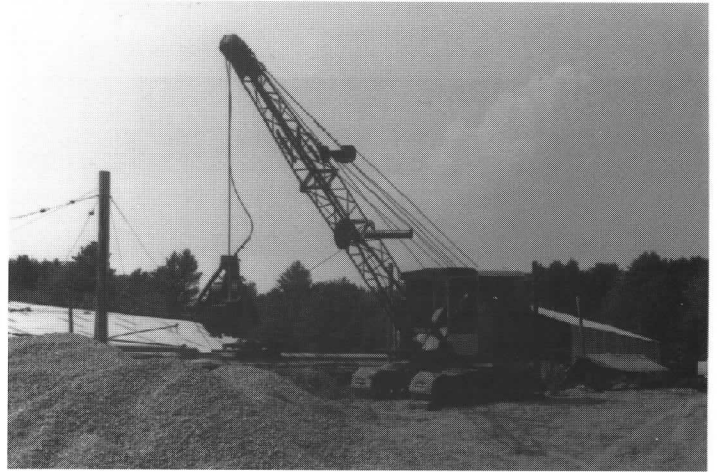
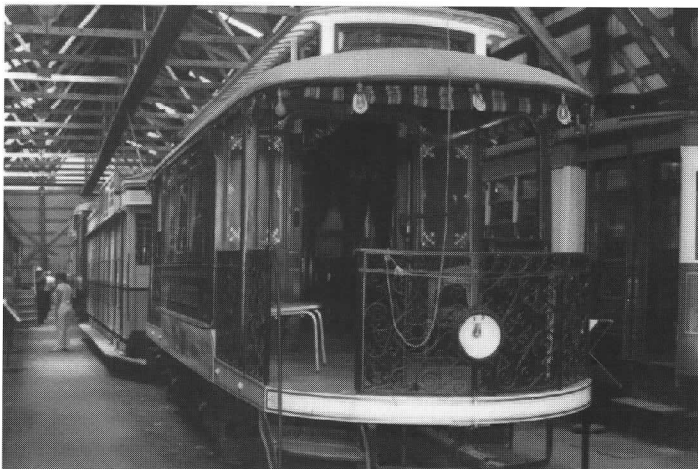
Throughout the spring, class sessions were held followed by hands-on instruction on cars. Those passing the program were awarded certificates noting their achievement. The Trustees endorsed the Committee's recommendation that after December 31, 1990 no member be allowed to op-

erate a piece of equipment unless he has passed the training course, or is under the guidance of a certified pilot. This important program is the Museum's best means of protecting the visiting public, protecting the priceless cars used in passenger service, and defending against any eventual regulatory or insurance sanctions.

Once again in 1990, the Museum used its collection to engage in cooperative programs with outside transit authorities and other groups. In what is becoming an almost annual affair, Seashore exhibits visited Boston to participate in MBTA events. In June, M&B Brill bus No. 192, fresh from its volunteer refurbishing, lent a vintage flavor to the "Rodeo" test of bus driver/mechanic skill held at the Everett Shops. Everett also hosted a steel wheel visitor when Denver Birney No. 1 was

A favorite of Museum visitors is the ornate City of Manchester, shown here in the Highwood exhibit barn. The body of the car was retrieved from use as a child's playhouse then restored to its original condition in Seashore's shops more than 20 years ago.

H. Newton photo



The Museum's Lorain Crane was outfitted with a clamshell bucket in 1990 making it most useful for loading the ballast hopper car. *D. Anderson photo*

featured inside the shops for the employees' Open House. The car was placed on some still-extant rail in the facility, marking the first time a streetcar entered that building in many years.

On the same trip, No. 1 journeyed to Newton, Massachusetts, to the site of the former Norumbega Park, the trolley amusement park developed by the Middlesex and Boston Street Railway, which once operated identical Birneys. The visit was sponsored by the City of Newton as part of its historical celebration. As always, the Museum views positively its participation in such projects as both an opportunity to spread word of the Museum and to carry its educational mandate into the community.

Another cooperative venture found Seashore responding to an urgent need on the part of the New Orleans Regional Transit Authority by lease of some

overhead wire components to the Authority for the Riverfront Streetcar Line being developed in the Crescent City. Commercial suppliers were unable to provide the components in time for the planned opening, so Seashore was able to save the day and continue to build relations with the agency which had been so responsive to our requests for information during the restoration of New Orleans 966.

In a sequel to the successful Butler Land purchase two years earlier, the Museum again was able to initiate steps to add an important parcel to its land holdings near the center of the Museum. In 1988, the Museum's members responded overwhelmingly to the appeal for funds to buy the 17-acre parcel with road frontage by giving and lending a

(continued on page 11)

Northampton Station



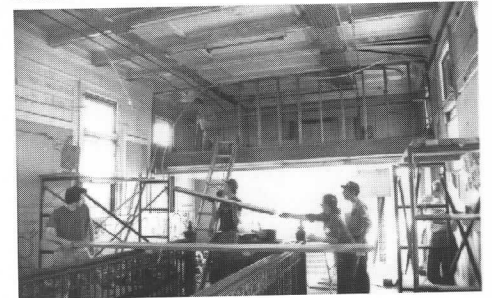
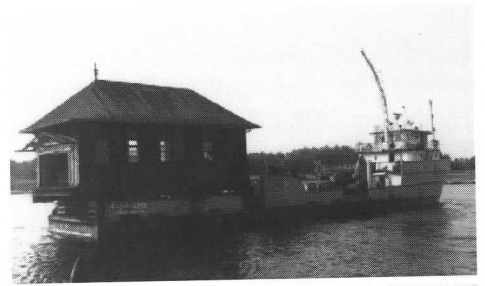
This 1931 view of the elevated at Boston's Blackstone Park shows Northampton Station at the upper right. The middle two cars of the train in the foreground are from the same series as the Museum's 0997 and 01000. *D. Cohen collection*

Right above: The Station on board the *R. J. Munzer* arrives in the fast moving waters of the Kennebunk River.

J. Schantz photo

Right below: Museum crews working inside Northampton begin the process of separating the roof from the station.

B. Austin photo



During 1990 Seashore's most ambitious acquisition project, moving Northampton Station from Boston's Orange Line elevated, was successfully concluded after nearly two years' work. In early September, crews from Payne Building Movers of Hampton, New Hampshire placed the roof back on the station, edged the station into position, then jacked it to be elevated once again, capping a tortuous 90 mile journey.

The project had begun in late 1988 when Seashore entered into competition with two Boston-based groups for the station, the last of ten such ornate, copper clad stations designed at the turn of the century by noted architect Alexander Wadsworth Longfellow. After written proposals and in-person presentations, Seashore was awarded the

station by the MBTA's Board of Directors in February, 1989. In mid-year, Northampton was moved to temporary storage at Albany Street garage by the contractor demolishing the elevated.

Seashore crews then plotted the extremely complex move north, planing to remove the remaining steel trusses under the station, then move it by road to the Boston waterfront, by sea to Kennebunkport, and again by road to the Museum, after separating the roof to allow the two pieces to pass beneath utility wires. Phone and electric company officials had demanded \$70,000 if the 400 wires were to be removed temporarily to allow the station to pass intact!

In December of 1989 the first phase was completed as the station was placed on the *R.J. Munzer*, a former offshore oil platform supply ship, for the journey

north. Then began a wait for smooth sailing weather, originally expected to be only a matter of weeks. In fact an unusual winter and spring pattern of small, frequent storms meant it was early summer 1990 before the voyage could be contemplated, so Northampton remained on board at a dock in East Boston.

And when good weather came on July 16th, the

Munzer's Captain set sail with only a few hours notice. As the vessel headed up the coast, Seashore crews scrambled to prepare. The Town of Kennebunkport's permission to unload at the breakwater at Colony Beach had anticipated arrival in mid-winter, not peak season. After hurried consideration, the town fathers and police concurred with the

An almost surrealistic view on Colony Beach — as a summer fog rolls in, sunbathers and fishermen share the beach with an elevated station and crews from Seashore standing guard. *R. LaHart photo*





Left: Seashore's newly acquired Caterpillar bulldozer was an important tool for preparation of the unloading area.

J. Schantz photo

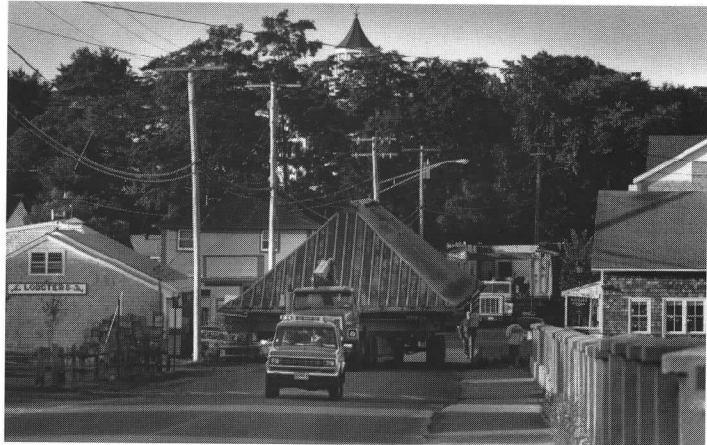
Below: With the Colony Hotel visible in the background, two cranes and the building movers prepare to lift the roof from Northampton.

J. Schantz photo



These press photos recorded Northampton's progress: **Above:** The roof is raised to clear the body which then will be driven ahead so that the roof can be lowered onto transport dollies. **Below:** The roof and body proceed in convoy along Ocean Ave. about 7:00 am.

John Metzger photos, Biddeford Journal Tribune



revised schedule as crowds gathered for the early evening arrival.

Difficulty aligning the boat in the strong channel current meant the first attempt was unsuccessful. However, the second night with even more observers on hand, Northampton crossed back to land ending its seven months at sea. Split second timing had brought the station across a temporary ramp in the few minutes on either side of high tide. The next morning Seashore crews set about the difficult task of carefully separating the roof, while diligent volunteers maintained a 24-hour guard.

Working with heavy equipment amid a steady stream of beachgoers and quizzical boat passengers, Seashore crews found themselves in one of the most unusual working environments in 50 years of preservation projects. Within four days the cutting was complete, but Payne's crews were unavailable, so Seashore's unique beach front presence continued for two weeks.

Thousands of visitors and neighboring residents stopped by lending their near unanimous support to the project, and leaving many donations in the strategically placed farebox. Even a surprised-looking President Bush saw the station as he passed on his well-known Cigarette boat.

Finally, on Thursday,

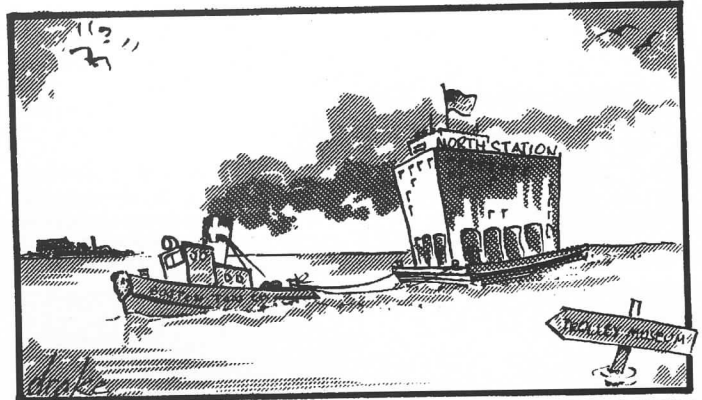
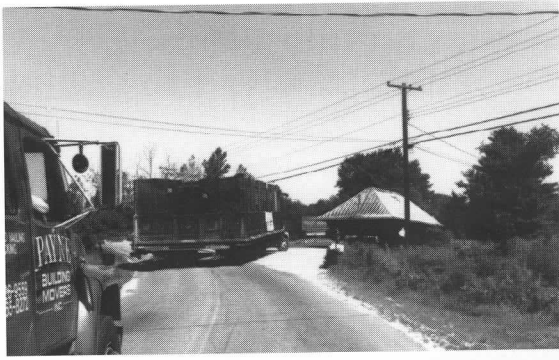
August 2nd, the station roof and body were fully rigged, each on a pair of dollies and a heavy-duty tractor. At 6:15 in the morning the unusual procession headed through Kennebunkport with full police escort. A Seashore volunteer riding the roof carefully lifted wires as surprised on-lookers lined the route. Four hours later the rigs arrived at the Museum, ending perhaps the most arduous moving project in Seashore history.

The total cost of the move was \$75,000, a high figure by Seashore standards, but unbelievably low by commercial standards for so complex a move. The value of services contributed by a number of firms, especially Payne Building Movers, unquestionably ran into six figures, and the Museum extends its deep gratitude to them all.

Seashore members responded with over \$35,000 in donations and pledges to meet the cost. Grant applications to cover the rest and to begin the process of making the station an effective interpretive exhibit were being prepared and submitted by year end.

After completion of the move, the project team assembled a 28-page special issue of the Museum's newsletter, *The Dispatch*, recounting the entire move. Copies of this issue are available at the Museum office.

Development plans for



SINCE ARRIVAL OF OLD BOSTON ELEVATED STATION IN K PORT, OTHER REALTORS HAVE OFFERED ITEMS OF INTEREST!

Above: After Northampton's arrival, *The Tourist News* good-naturedly suggested a future companion exhibit.
W. Drake, *Tourist News*

Left Column, Top: The 90-mile journey reaches an end as Northampton turns into Seashore's entrance.
D. Curry photo

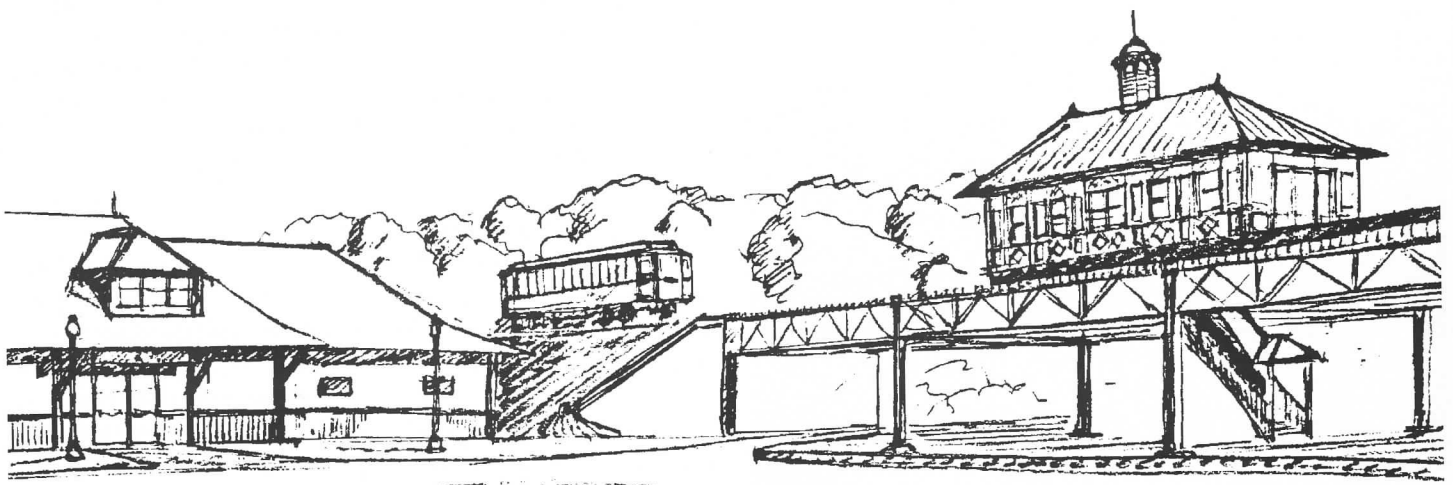
Middle: Mover Brian Payne gives directions as the two halves are re-joined.
M. Long, York County Coast Star

Bottom: Northampton reassembled in late 1990.
J. Schantz photo

Northampton call for initial restoration of the station to house exhibits chronicling the history of elevated railways, accessible by temporary stairs, perhaps as soon as 1991. Long-term plans call for a short stretch of elevated so that Northampton Station can serve as a func-

tioning station for Seashore's large collection of high-platform rapid transit cars, to convey as a living exhibit the meaning of big city elevated railways, and to provide a means of handicapped access to Seashore's demonstration ride.

Below: An artist's impression of Northampton Station on a short stretch of elevated structure next to the Visitors Center.
Larrabee Associates Architects Inc



Letter to Members

(continued from page 7)

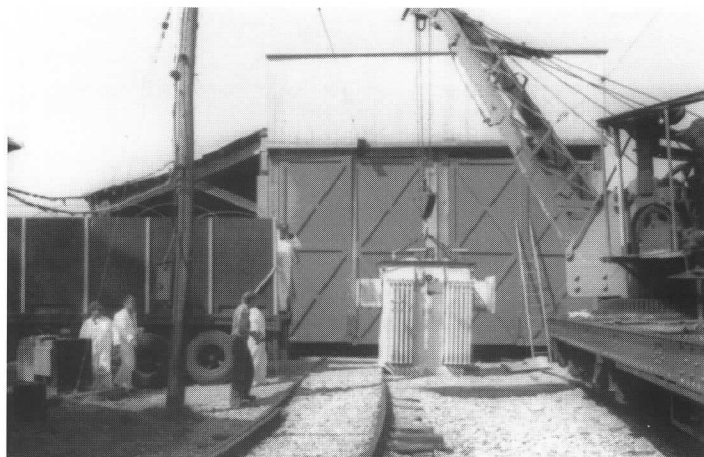
total of \$160,000 to obviate the need for bank financing. In 1990, our former Chairman, John G. Smith, indicated his willingness to sell his 13 acre parcel to the east of the Visitors Center, but, unlike the other transaction negotiated a very amicable deal, agreeing to sell for \$20,000.

The Trustees voted to apply the approximately \$6,000 remaining from the Butler loans to the purchase, and to solicit the remainder as donations or loans from the active membership. By early 1991, the members had given or loaned the necessary amount so that once again their strong support made attaining an important goal possible. With this purchase, Seashore's land holdings now exceed 300 acres in Kennebunkport, Arundel, and Biddeford.

A host of other developments contributed to making 1990 a noteworthy year.

The Museum's operating budget benefitted in 1990 from a \$3,000 grant from the Maine State Arts and Humanities Commission, helping in what at the outset promised to be a very tight year. As well, the Society established in 1990 new ways of recognizing the support of members by creating three new classes of membership, Sustaining, Contributing, and Lifetime, and members soon began availing themselves of these categories. Finally, a further observance of Seashore's 50 years of existence came in a special article in one of the rail community's leading magazines, *Trains*, in its 50th anniversary issue in November, 1990.

The National Collection at Seashore continued to develop in 1990 with the arrival of 10 exhibits. Early in the year, the Rapid Tran-



Boston Red Line crane 0551 prepares to hoist the old power station transformer, the last at Seashore filled with PCB oil, into a disposal company's trailer, eliminating this environmental hazard at the Museum. *F. Perry photo*

sit collection benefitted from the second restored car to come to Seashore as a result of the contraction of the New York City Transit Authority's historical collection, this time R-7 subway car No. 1440. Other additions to the rail fleet were the bodies of streetcars from five cities: an arch roof car from Richmond, Virginia; a Perley-Thomas single truck car from Mobile, Alabama; a city car from Rochester, New York; a rare open car from Newport, Rhode Island; and a suburban car from the Southwest Missouri of the Joplin area.

Seashore's rubber tired collection, also the industry leader in its comprehensive nature, saw four important acquisitions highlighted by a classic London doubledecker, as well as a rare left-hand door equipped White bus from Boston, a St. Louis-built trolley bus from Cleveland, and a relatively late model

GM bus from Brantford, Ontario. Full details on these acquisitions can be found in the Acquisition section later in this report.

With a year of so many accomplishments marking the first year of Seashore's second half century, the future looks bright indeed. In 1991, the Museum will mark the 50th anniversary of its incorporation, which took place in June, 1941. Plans are underway for expanded publicity to pave the way for as many as possible to share in marking this milestone, and to make 1991 an even more noteworthy year.

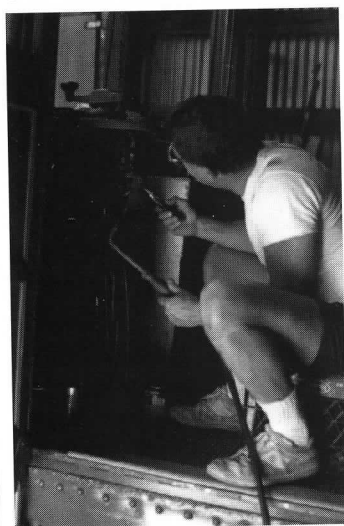
James D. Schantz
Chairman,
Board of Trustees

A pleasant spot used by many summertime visitors is the picnic area, located a few steps from the Visitors Center. *P. Castiglione photo*



Vehicle Conservation

The year 1990 saw much change in and around Town House Shops. Not only was the regular car restoration and maintenance work taking place, but the structure itself was under extensive renovation thanks to the Casey Albert T. O'Neil Foundation of St. Paul, Minnesota. Normal operation of the shop during this period was sometimes difficult because of the con-



A volunteer works on installing a controller in New Orleans 966.
D. Anderson photo

struction work; however a number of major projects were carried on.

New Orleans 966 was completed to the extent that on Members Weekend it was able to make its first revenue trip since 1964. For those who remember its arrival in 1982, the metamorphosis that took place is nothing short of miraculous. With its deteriorated roof, floor and sash, missing seats, doors, controllers, resistor grids, compressor

and many other components, the car's future appeared outwardly quite bleak. Thanks to the combined efforts of its primary sponsor and the *Friends of 966* who contributed most of the funding for the work, many volunteer hours of work and the Museum's shop staff, the car emerged in a relatively short time considering the extent of the work needed.

During 1990 the re-gauging of the wheels from New Orleans' gauge (6 inches wider than 4 foot 8 1/2 inch standard) was completed. The four wheel sets were sent to the Bangor and Aroostook Railroad's (BAR) Contract Shop in Derby, Maine. Initially, it was thought that the wheels could simply be pressed further in on the axles but it was found necessary to machine away part of the wheel hubs to gain 3 inches on either side. At the same time one of the wheels was removed in order to allow the replacement of a driving bull gear with one obtained from the New Orleans Regional Transit Authority (RTA). The journal bearing surfaces at the ends of each axle had to be turned smooth and true as they were badly worn. The BAR also renewed the lead babbit then machined the eight journal brasses. The wheel treads were also turned to the proper contour to insure they would track properly.

"Narrow gauging" the



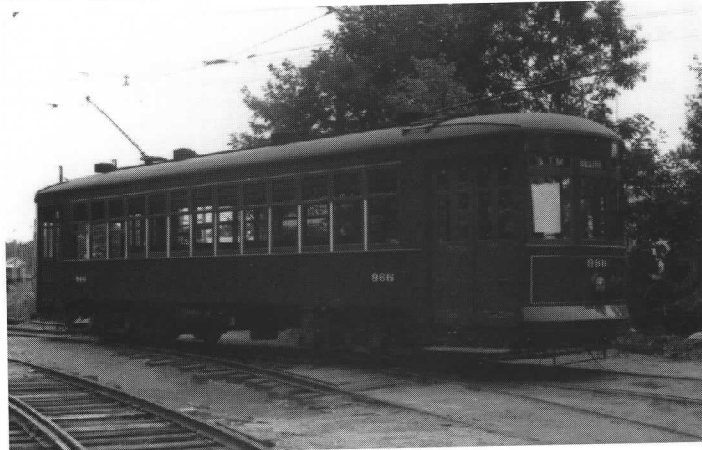
Re-trucking of New Orleans 966 underway in front of the shop. A temporary truck is swung away so the car's own may be rolled under.

wheels meant that the brake shoes which hang from the truck frame also had to be realigned. Fortunately, New Orleans at one time also had several standard gauge streetcar lines, including the famous since-re-gauged St. Charles Avenue line, so many of the parts had an extra set of holes in the correct place. The traction motors, overhauled by Boston's MBTA the year before as part of payment for the lease of our bottom dump car, sim-

ply were dropped into place and bolted in. The car was then jacked up and the trucks rolled into place. A crew of students from Worcester Polytechnic Institute made this their project, so were given the privilege of operating the car for the first time.

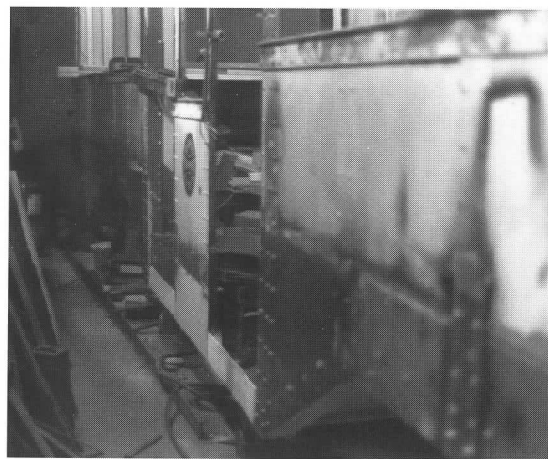
When the car came, most of its electrical components had been removed. Wiring was cut off without labels. To complicate this, wiring from various New Orleans modifications was

Back on its newly regauged trucks, No. 966 pauses while undergoing operational tests. Similar cars still run in New Orleans.
D. Anderson photo

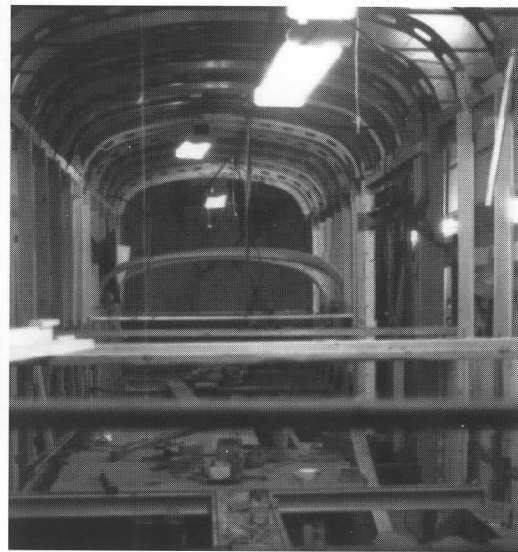


left in place causing confusion during the reassembly. Fortunately, much helpful advice was available from the staff of the RTA who still operate similar cars. In 1989, a controller of the proper type, obtained as a spare in 1954 with Dallas 434, was connected to wiring spliced out from under the floor. In 1990, a second authentic New Orleans controller, obtained from a member of the Museum, was installed on the other end. This required the use of wiring diagrams and other information from the *Street Railway Equipment* book published by RTA's predecessor, New Orleans Public Service, Inc. (NOPSI), in the 1930's for the training of their shop employees. This manual was re-published by Seashore in 1974 for the benefit of trolley museums throughout North America, and has been useful to many in the intervening years.

Body work on New Orleans 966 in 1990 included the replacement of all stanchions and hand rails which had been removed before the car came to Seashore. Patterns for the many aluminum castings which held the stanchions together were borrowed from the Orange Empire Railway Museum of Perris, California. These were sent to a foundry in Latrobe, Pennsylvania which made new castings that were then machined in Town House Shops by several volunteer



Photographing Cleveland 1227 is tricky in its all-weather enclosure. Above: New sills and partial side sheets, plus a rebuilt drop center. Right: Arch-shaped wooden roof ribs await re-attachment to the newly-patched steel roof members. J. Schantz photos



machinists. New mechanical steel tubing was used for the rails themselves. Porcelain type hand straps, obtained from scrapped MBTA PCC cars were used. As well, the complicated work of connecting and adjusting the folding door and step mechanisms was completed. The air system was connected and, after various adjustments, was once again made fully operational.

During 1991 minor electrical, mechanical and body work will be necessary before the car is finally released for regular service.

Cleveland center-entrance motor car 1227 has had more steel framing and side panel work done. The final pieces of side steel sheathing were welded and riveted around the door area and corresponding areas on the opposite side. To replace the deteriorated

heavy floor support angle around the curved front end, a new one was rolled by an outside contractor and then installed by Museum staff. This made it possible to install a new front dasher. Many new ash roof ribs were fabricated using a combination of steam bending and lamination. These and some of the originals were installed. During 1991, the wooden front window posts will be installed, the rear dasher, posts and associated framing replaced or repaired and work continued on the roof ribs and sheathing.

Again, this project has continued forward with the combination of Museum staff and volunteers working cooperatively, with all funding provided by the primary sponsor and donors to *The Cleveland Connection*.

Aroostook Valley Railroad combine 70 was used extensively for unusual passenger service during

New roof boards have been carefully cut and fitted to the complex clerestory curve of Aroostook Valley 70. A complete roof was installed in 1990. J. Schantz photo





Once roof boards are complete, the canvas is stretched into place and tacked. A combination of volunteers and permanent staff work on Aroostook Valley 70.

J. Schantz photo

the Halloween "Ghost Trolley" event in October 1990. It was selected because it still had a "ghostly" look but was in sound mechanical condition and operated very well. This operation could not have taken place, however, without the renovation carried out earlier in the year. This involved continuation of rebuilding the deteriorated roof structure started in 1989. The second end was re-sheathed, canvassing completed and trolley boards, bases, poles and electrical wiring installed.

To make the car safe for operation, new steps were made for one end, controllers, motors, and trucks lubricated and seats secured. For the first time since it came to the Museum, the car lights were made to work, but only at half-brilliance as No. 70 is wired for the 1200 volts of the AVR. Although the car's exterior wood surfaces are in good condition, it was necessary

to sand the deteriorated paint to prepare it for repainting. During 1991 this will continue as will rebuilding of sash and doors. The work has been made possible by a donation from the car's primary sponsor.

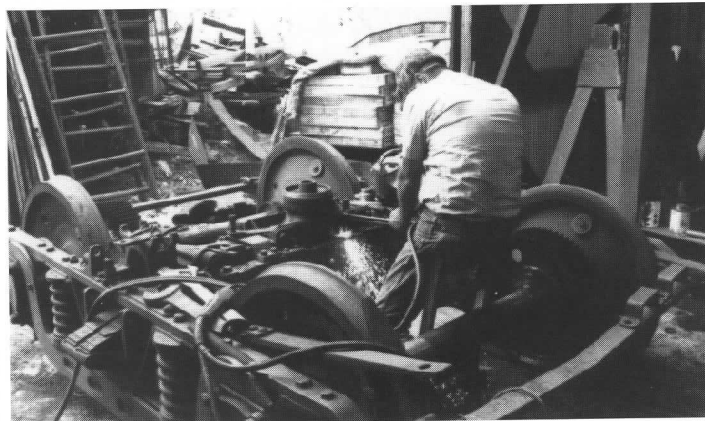
Twin City Rapid Transit gate car 1267 is returning to its pre-1928 configuration. During 1990, a new side cab door was made replacing the latter-day steps and folding doors. To make for easier passenger egress in that configuration, the bulkhead between the

motorman's cab and passenger compartment had been rebuilt with the doorway offset six inches toward the door side and the sliding door removed. Using a combination of pieces from the old as well as new red birch, the doorway was relocated to its original center position. A new sliding birch door was then made and installed, using early photographs as a plan. On the roof, re-canvassed in 1989, the new trolley boards were made and installed and half-round moulding was nailed around the car's periphery.

On his annual vacation, 1267's primary sponsor participated in removing the rear truck. The traction motors were removed and all brake rigging disassembled. He then thoroughly scraped and primed all of the parts which were then repainted with a bright green Imron polyurethane enamel to match a shade found under layers of dirt. Although it was known that one traction motor had a grounded ar-

Excessively worn motor support areas are cut from the transoms of Twin Cities 1267's trucks. New sections have since been welded in place.

J. Schantz photo



The fine wood craftsmanship of Seashore's crews demonstrated on Twin Cities 1267, top, by centering the cab doorway and, above, by a newly made birch door. *D. Anderson photos*

mature caused by the failure of armature banding, it was a surprise to learn that the other also showed very low electrical resistance when tested. The car had run into the shop on one of those motors. The window sash, found to be in basically sound condition, was scraped, many repairs made with epoxy and then primed, preparing it for re-glazing, and the upper sash was re-glazed.

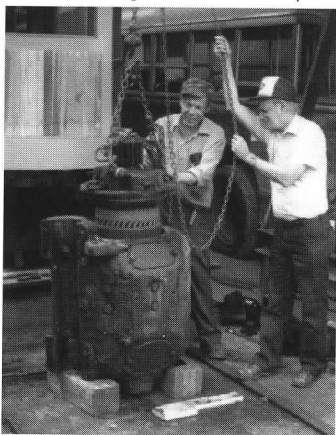
During 1991, the bulkhead and cab work will be completed, work will begin on striping and varnishing the new oak veneer headlining, and floor installation. Repair of the worn truck brake parts will also be done. The rest of the ex-

terior will be prepared for repainting.

Manchester Street Railway 38, obtained by the Museum in 1940 as its second acquisition, was the beneficiary of a grant from the Norcross Wildlife Foundation of New York City. This was to be used to rehabilitate the car's badly worn mechanical components, which had restricted its use to special occasions. The car body was removed from its trucks and temporarily set on a pair of very old Laconia trucks acquired several years ago from under a Cambridge, Massachusetts diner.

One truck was completely disassembled and the worn areas assessed. Deterioration was found to stem from two factors: Manchester's lack of maintenance and Laconia Car Company's rather primitive truck manufacture. Rather than machine parts to fit tightly, the parts were simply bolted together. In time the bolts worked slightly

An important step in a complete restoration is disassembly and inspection of motors. Here the armature from one of 1267's motors is pulled. *D. Anderson photo*



Progress on Twin Cities 1267 in 1990 included fabrication of a new cab door, replacing the folding door that served as an exit later in the car's life. The car also sports new side sheathing and a new massive wooden bumper. *D. Anderson photo*

loose allowing the parts to move in relation to each other, wearing the soft castings. There were no wear plates placed inside of the journal boxes or their associated pedestals, thus these wore to the point that component motion was excessive and further wear accelerated. Another factor discovered was that 38 appeared to have been in a wreck at some unknown time after which the trucks were repaired using a mix of not quite matching pieces from other cars.

This project was yet another where the evolving machinist skills of Seashore's restoration forces were called into play. A complete machinists shop has been assembled over the years, and impressive capabilities developed. This project put these capabilities to use as the sides of the journal boxes, worn very badly in some cases, were built up to original dimensions by brazing and

then machined true. The mating surfaces on the truck pedestals were built up by welding and also machined. During 1991 this work will be continued.

Eastern Massachusetts Street Railway 4387, having been out of service for some time due to a traction motor armature failure, was returned to service upon the reinstallation of its rewound armature.

Repainting of **Sydney, Australia 1700** was com-

pleted. The car has not been operated extensively due to its narrow wheel profile. Upgrading of the Museum's track should make it possible to use the car more.

While the wheel sets for 966 were being turned by the BAR, those for **Chicago 225** were re-profiled and those for one truck of Eastern Massachusetts Street Railway **Sweeper P-601** were standard gauged, from the broad gauge of Toronto where the car ran for many years.

A very important function of the shop is maintaining the fleet of cars run for the public, just as it was for operating street railways. In 1990, nine cars received preventive maintenance, and inspections for minor problems.

Examples of problems found and corrected during routine maintenance include a broken spring plank hanger U-bolt on **Connecticut open 838** which was replaced before it could com-

The shop expansion program sponsored by the O'Neil Foundation of St. Paul, Minn., was in full swing in 1990, including complete replacement of the west wall of the shop, featuring new insulation, new windows and doors, and new siding. *J. Schantz photo*





The O'Neil program enabled expanding the second story woodworking area the full length of the building. The new access stairway will be placed in the hole at the extreme left, and the new shop office in the corner to right of center.



A view from the partially completed visitors gallery shows the insulated box holding Cleveland 1227 (see photos top of page 13). A second box to the right of the one shown has since been added. Bay State 4175 is in the foreground. J. Schantz photos

promise operating safety. Replacement required considerable effort, as nearly 90 years of service had fixed it firmly in place. At the same time the car's air compressor was re-mounted more securely. Similarly, deteriorated floor components located in **Montreal 2052** were replaced.

The controllers in **Boston motor flat 2026** are of an archaic and inadequate design, hence, unless operated with extreme care, tend to arc badly. Because this car is used for shifting some of more fragile and stiff non-operating exhibits, constant start/stop operation is impossible to avoid. Thus the controllers required extensive rebuilding. A failure of a strap holding motor wiring of **Montreal observation car 2** caused considerable operational problems. This and the wiring to one of its light arches required repair.

Renovations to Town

House Shops have been extensive. Many areas that recently were open spaces are now fully enclosed and usable for year-round work. The visitors gallery formerly ended at the middle of the shop but now extends for its entire 120 foot length including an elevated platform at its southerly end where the public can obtain a panoramic view of work below. In 1991 a second stairway will be constructed to

lead the visitor directly out without backtracking. Photographs and descriptions of the cars in progress have been mounted on the new sections of the balcony wall.

Additional working space was created by the addition of a second floor area of 60 by 24 feet over the present machine shop. This more than doubled the working area under the same roof. To prepare for this, four large metal work-

ing machines had to be moved to temporary and cramped locations until the next phase of shop expansion can take place. Construction of the heavy steel framework for this area was done by a combination of many volunteers in conjunction with paid staff.

The actual wood framing and sheet rock work was done by the Future Builders Incorporated crew (formerly known as Building Alternatives). During

These two views show the completed visitors gallery, now stretching the full length of the shop, here stretching past the second floor extension enabled by the O'Neil Foundation. The small elevated platform shown at right gives visitors a panoramic view of the shop, and features illustrated histories of the cars being restored on the panel at the rear. B. Austin photos



Protecting the National Collection

any school day there were 8 to 10 students working under the guidance of two supervisors. The benefits of the partnership between Future Builders and the Museum were twofold. First, it provided exactly the right type of work environment for students learning the building construction trade, and, second, allowed the Museum to have a facility which it could not have afforded under any other circumstances.

There are now seven heatable areas in the shop, an increase of three. These will be heated with a forced hot water system filled with anti-freeze to make it fail safe. The entire west wall was removed and replaced with one containing insulated sliding windows and heavy rigid foam insulation obtained at an excellent price from a local manufacturer. It was then covered with new blue steel sheathing.

At the same time incompatible functions such as metal and woodworking have been separated. The shop office will be moved to a new location allowing much more working room in the woodworking area. The new areas are enclosed with fire-rated sheet rock and have been finished and painted and had new lighting installed. During 1991 this phase of the project will be completed including the heating and water systems as well as insulation and trim.

Protection from the elements of all vehicles in the Museum's collection remains one of the greatest needs facing the Society today. As custodian of "The National Collection" of mass transit vehicles, and as the only museum in Maine foremost in its field, there is a heavy responsibility to society at large to protect the collection for future generations. There is also the potential of attracting both internal and external funding to accomplish this goal.

In recent years, through volunteer efforts and modest fund expenditures for materials, Fairview Car barn has been expanded to its full length, and has also been partly enclosed. This created covered storage space for eight additional cars and improved protection for several others. Funding is currently being assembled to add a new two-track bay to the west side of this building to house another dozen cars.

Riverside Car barn has seen installation of doors and associated roof facing trim on its formerly open end, improving storage for two cars. A third will be fully protected when the already-made smaller doors for the side bay are also installed. Facing and equipping with doors remains a pressing need for both Central and Fairview Car barns.

The major protection and funding needs beyond the aforementioned

projects are for construction of an additional high density storage car barn adjacent to Fairview Car barn. Thus far, a track layout has been acquired from the Boston MBTA Forest Hills elevated car barn and the site has been substantially prepared for track construction. Total costs for the new building will amount to some \$250,000, with protection afforded to some two dozen cars.

Additionally, there is the obvious need for a new and larger, centrally located barn to replace South Boston Car barn. This building, which is really only an open shed, gives very inadequate protection for valuable operating cars used in the passenger fleet, and is in deteriorating condition.

Concepts advanced so far include a new building for display cars, operating cars used to transport our visitors, or a combination of both functions.

In order to protect fragile cars until building space is available, members have been purchasing custom-made heavy duty treated canvas tarpaulins to protect a number of cars. So far, six cars have been provided for and four others are committed for this form of protection.

The need for additional vehicle storage capacity is great. The Society encourages grants, contributions, and bequests to the Museum to assure permanent preservation of vehicles now either unprotected or inadequately housed.

To recent arrivals being wrapped in heavy-duty canvas tarpaulins are, upper, Ottawa 825, and, lower, Rochester, N.Y., 502. T. and S. Santarelli photos



Volunteer Conservation

This year was another very active year for our volunteer restoration and maintenance crews, as a total of 33 vehicles received attention, with work spanning the gamut from major restoration to minor touch-up. The following is an overview of these activities.

As a result of the successful visit of **Eastern Massachusetts Street Railway Bus No. 478** to the MBTA in 1989, the Authority requested a bus for display at the 1990 MBTA Bus Roadeo in June, 1990. The Roadeo is a competition testing the skills of the Authority's bus drivers and mechanics. Museum volunteers saw this event as an opportunity to make another bus presentable and operable.

As such, in March, just five months after its arrival at Seashore, **Middlesex and Boston Street Railway Bus No. 192** was brought to the



Glistening in its maroon, cream, and silver livery, M&B 192 poses at the Museum entrance. In the 1950s and 1960s these buses were a common sight throughout Boston's western suburbs. *T. Santarelli photo*

shop for a repainting program. Several volunteers set about the laborious task of removing the old flaking paint. Many dented areas received body filler, and the badly damaged battery compartment door was reworked. As well, a broken front bumper support necessitated the removal of the bumper to facilitate the repairs.

The interior was thoroughly cleaned with extra effort on the particularly dirty ceiling. Rust was removed from the seat frames and backs which were then painted, as were the insides of the doors, accompanied by touch-up on other areas.

After many hours of work on the Hall-Scott pancake 6-cylinder engine, and repairs to a frozen clutch cylinder, No. 192 operated under its own power for the first time in 20 years. With this development and extra time before the Bus Roadeo, No. 192 was able to represent Seashore by running in the 1990 Olde Home Week Parade in Ken-

nebunk during May.

No. 192 then traveled to Boston for display in both the mechanics and drivers Bus Roadeos. It was displayed with contemporary MBTA buses, and was featured running through the special driving course. Despite the handicaps of manual steering and standard shift, No. 192 maneuvered the course excellently some 22 years following its retirement.

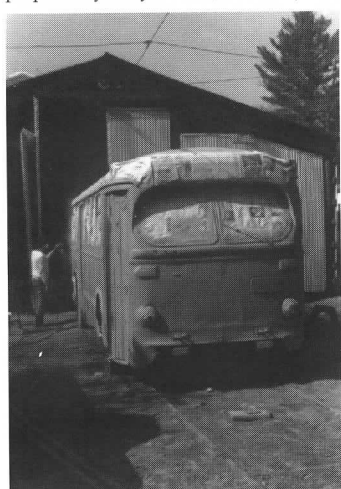
Since its return to Maine, No. 192 has been displayed during the

Museum's Annual Meeting, and Member's Weekend. In August the bus participated in the Main Street 90's event in downtown Kennebunk.

Boston Elevated Railway Cambridge-Dorchester Rapid Transit Crane Car No. 0551 made very substantial progress in its long term restoration. In addition to countless man hours given by its primary sponsor, the momentum of the project attracted considerable help from other members. Work consisted of body and mechanical repairs. The large rear cab window was rebuilt, reglazed, primed, painted, and re-installed on the vehicle.

New wood ribs were made for the roof, new steel sections were welded in place as needed. The entire cab, steel deck and hatches, sections of the side beams, the outside of the boom, and part of the inner frame of the boom, and as-

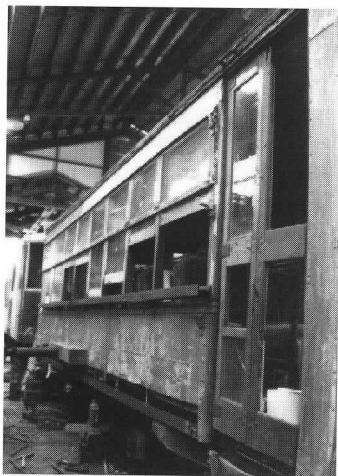
M&B ACF-Brill bus 192 receives a coat of primer after many hours of preparatory body work. *J. Schantz photo*



Black and white photography does not do justice to Boston Red Line crane 0551, now glistening in its olive green primary paint, red highlights, black spare truck, and white lettering. *J. Schantz photo*



sociated larger components of the main hoist mechanism were scraped, wire brushed, rust treated, primed, and painted. This major element took the efforts of several volunteers. It also required that the accumulation of miscellaneous materials be cleared off the deck, making way for placement of a spare Brill truck, as it sometimes carried in service when responding to derailments.



Jacks and an I-beam hold Birney 82 in position as a new side sill is installed.

J. Schantz photo

This truck was also painted, and the wooden rails to support it were rebuilt. The hook outriggers, cab corners, and several other safety related locations were highlighted in red, as done originally.

Several bent grab handles were heated and straightened, as was a track clamp bolt. A new automatic boom clutch floor access plate was fabricated, while another cab floor plate was heated and straightened.

After much research of

original lettering drawings, photographs, and direct tracing of surviving lettering on the vehicle, it was possible to reproduce the original lettering style, and its exact position on the unit. This process resulted in the production of a complete set of reusable pounce stencils for the car's lettering.

Activity on the mechanical side included such work as rebuilding of both circuit breakers, and the crane controller as well. The lift clutch and turning brake were adjusted and worn surfaces on the brake ratchet were welded and machined. With everything working well and looking good, the crane was used in a demonstration exhibit during Member's Weekend.

As a result of the decision to place a traditional looking streetcar on the display track at the front of the Museum, **York Utilities (Sanford, Maine) Birney Car No. 82** was selected for this role. This car will be limited to use as a static display since its truck is not equipped with motors.

The car was brought into the shop for general rehabilitation. Since this car will be used strictly as an outdoor display, no interior or mechanical work was to be undertaken. However, the car required a great deal of structural and cosmetic work, as a result of the so-called "lightweight disease". Common among lightweight cars of that era,



All paint was removed from wood and steel surfaces, and window sash were patched with epoxy, as part of preparation of Sanford, Maine, Birney 82 for service as a display car at the Museum entrance.

B. Austin photo

this affliction is manifested by sagging platforms on the ends, and rusted out sections along the bottom edge of the body. This is caused by the collection of salt between the bottom side sill and side panels, severely corroding and weakening the car structure.

During the year, major structural repairs were made to the body, splicing new steel sections into both the frame and the side panels. The car was sagging so badly that both ends needed to be lifted with jacks to bring the platforms into proper alignment.

Other work included the removal of trolley bases and trolley boards from the roof. All the paint has been removed by scraping, and body filler has been applied to sections of the car. Half of the window sash has been repaired and reglazed.

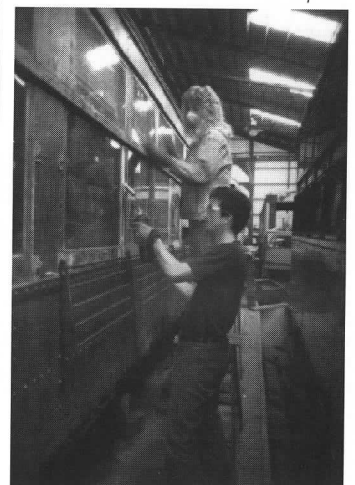
Bay State Car No. 4175 saw more work completed in 1990 than in the two pre-

ceding years combined. The passing of Museum founder Theodore Santarelli, left this project without a manager for both 1988 and 1989. This was detrimental to the rate of progress on the car during that time. However as of early 1990, the project has been the recipient of both a new project manager, and a large quantity of volunteer labor.

Having a project man-

Volunteers wear eye and mouth protection during paint removal.

B. Austin photo





A steam iron is used to correct minor warping prior to final sanding on the bonnet of Bay State 4175. The new roof was complete by year end. *B. Austin photo*

ager allows the careful assignment of priorities to work on the car. Paid staff or volunteers can be assigned those projects for which their skills are best suited. In the case of volunteers, projects can be provided for them which they find interesting or educational, providing additional motivation for helping with the project.

Exposed steel framing, including the bolsters and steel center sills, were needle sanded to remove loose rust, then wire brushed, rust treated, primed, and painted. New ash floor supports were made and installed, replacing those which had deteriorated badly.

Although some sections of the flooring were damaged and needed replacement, much of the original is still intact and well worth saving. In accordance with the Museum's approach to saving as much original material as possible, new

tongue and groove flooring has been spliced around these areas.

New canvas was applied to the monitor and lower sections of the roof. One original trolley board, and one newly fabricated were mounted on all the original wooden cleats. Two trolley bases of the correct type were located in Seashore's supply of spare parts, then were rebuilt, painted, and mounted on the roof.

Window sash has been repaired by replacing rotted sections and filling cracks with a mixture of epoxy and cherry sawdust. All old paint and finish have been removed, and the sash have been bleached to remove unsightly water damage. This is especially important as proper restoration of the car calls for varnishing the exterior surfaces of the window sash.

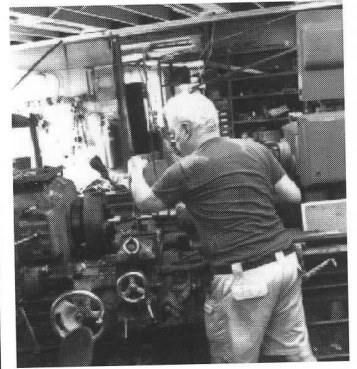
The letterboard (the flat surface just above the side windows), which had be-

come badly weathered, had all old paint scraped, was fastened to the newly installed window posts, and repaired where necessary with epoxy. New wooden plugs were made to cover screws, and sanded flush.

Third Avenue Railway System (Manhattan-Bronx)

Car No. 631 saw activity advance towards repainting. A part-time staff member expertly repaired the corroded belt rail sections at all four corners of the main car body. This included removal of longitudinal seats, fabrication of properly formed new steel sections, and the associated body work of removal of old and fitting of new pieces. All lower side sash were taken out preparatory to treating less advanced belt rail rust beneath the stationary windows.

The dash panel at one end was taken off for straightening, and also to allow removal of a spot-



A volunteer uses a lathe to bore a hole in a newly cast stanchion part for New Orleans 966. *J. Schantz photo*

light installed during its service life in Vienna. Old primer was removed from the lower side panels and dash panels, but the advent of cold weather precluded proper finishing. Inside the car, light conduits were scraped and primed. With this progress, the car is well poised for extensive staff and volunteer work in 1991, which will lead to repainting and making the car operable.

New York City Subway

Car No. 1440 saw extensive

Volunteers heavily into the restoration of Boston Walter truck No. 1425. The unusual narrow cab configuration was designed to allow the truck to carry lengths of streetcar rail placed on either side of the cab. *J. Schantz photo*



arrival at the Museum. As with its previously accessioned mate, No. 800, Car 1440 arrived in generally excellent condition, but still required work. Prior to re-trucking, one truck center casting was removed to be rebuilt to correct excessive wear. One coupler and miscellaneous underbody parts, which had been removed to facilitate movement of the car, were re-installed. The compressor armature coil was replaced, and the armature, itself, was re-banded and now works well. Contactors were replaced in the battery charging circuit, and the batteries were inspected and filled. The car was placed back on its trucks, and first ran on April 22 without any problems.

The Branford Electric Railway Association was a great help in solving the one major problem facing this car — lack of most seats. Branford provided us with spare seats in ex-

change for spare parts which they desired. The interior was cleaned, and windows were sealed with caulking. Trolley supports and boards were fabricated and installed on what will be the center ends of both 1440 and 800. PCC trolley bases will be used. The roof area beneath the trolley boards was thoroughly prepared and painted, and the balance of the upper deck of the roof was spot primed and painted. Lastly, the lighting system was tested, with fuses and bulbs replaced as necessary.

Both of the Museum's **State-of-the-Art Cars (SOAC)** had one coupler mounting anchor bracket disassembled, cleaned, and lubricated. The couplers, radius bars, and anchor assemblies were then re-mounted. At the same time the air and electric connections were reconnected. The pneumatic uncoupling pistons were then re-in-



The panoramic vista from the new platform at the end of the Shop visitors gallery (see photo page 16) shows clearly the roof rebuilding underway on Bay State 4175 (at left), Red Line tool car 0553 (center), and Aroostook Valley 70 (right). *B. Austin photo*

stalled. In order to prepare the two cars for movement around the Museum, the truck bolster radius rods were provisionally reinstalled. With the cars thus mobile, they can now be easily moved to their permanent display location.

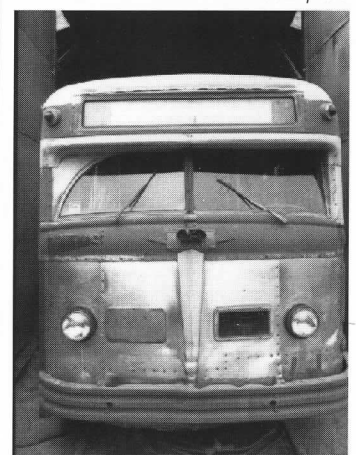
Connecticut Company Car No. 1160 is now solidly on the road to rehabilitation. During the year, all four door steps were fabricated and installed, underbody equipment was scrapped, primed, and painted, and roof work was begun by stripping old protective tarpaper and deteriorated canvas.

Chicago Surface Lines Pullman Streetcar No. 225 saw the roof of both end platforms and one lower side deck re-canvassed following minor roof repairs and surfacing. Also, new tack boards were made and installed. Following installation of canvas, much of the steel strapping was installed over the edge of the

canvas. Thanks to continuing member contributions, badly needed re-profiling of the wheel sets was performed at the Bangor & Aroostook Railroad shops. They will be placed back into the trucks as new funding becomes available to underwrite the costs of the needed shop labor.

An ambitious new program to completely overhaul the body and mechanical components of **MBTA Walter Rail Truck No. 1425**

After completing M&B 192, Seashore's bus restorers moved on to Boston White No. 1508. *B. Austin photo*



On particularly hot days the Caterpillar D-4 bulldozer is equipped with an innovative source of shade. Here it is shown helping with landscaping near the Museum entrance. *B. Austin photo*



Walter Rail Truck No. 1425 made considerable progress during the year. The seized engine was disassembled to analyze the extent of work required. Unfortunately, it was found to need considerable component renewal beyond the funding ability of its sponsor. In the body work phase, the rotted wood deck was removed preparatory to sandblasting the steel frame. Otherwise, work was concentrated on the cab which was seventy-five percent completed. This included scraping, sanding, rust treating, and priming of the entire cab, both inside and out. The doors were also partly processed, but require some rebuilding work.

Boston Elevated Railway White Bus No. 1508 entered the shop in June to begin a general conservation program. Preparation began on the exterior for repainting, which included stripping of areas of flaking



Two veterans of the far-flung Eastern Massachusetts Street Railway system pose at Arundel Station. Bus 478 is the type used in 1946 to replace semi-convertible cars such as No. 4387. Both vehicles have been turned out by the Museum's Shops in recent years. *D. Black photo*

paint, and dented and corroded body work. The roof was also cleaned and primed in preparation for paint.

After pre-lubricating the cylinders, replacing spark plugs, cleaning the engine, overhauling the carburetor, connecting a temporary fuel line, changing the oil and reconditioning the choke solenoid, the massive 12-cylinder pancake engine came to life for the first time in some 20 years.

Once operational, No. 1508 was tested on drives around the Museum.

In September the bus was moved to the opposite end of the shop in order to occupy the second of the heated work boxes built as part of the O'Neil shop expansion grant. Work on the bus was temporarily suspended during the construction of the box, then resumed in December.

At the end of 1990, removal of rust and painting of the underframe, mechanical work, and photographic documentation were underway. No. 1508 is expected to be ready in the spring of 1991.

Seashore's two **Philadelphia "Bridge Car"** subway cars continued to progress. No. 1018 was made operational and its lighting circuits were put back in service. The compressor armature was removed and replaced by a spare. Mate car 1023 saw an additional infusion of work as a new vigorous volunteer started

work on the car. A trolley catcher and trolley rope were installed on one end of the car.

The whistle was repaired and accumulations of steel grit were cleaned from the windows with steel wool. Also, some broken or badly cracked windows were replaced with intact spare sash. Inside the car, broken seat handles and cab hardware were replaced with previously acquired spare parts. Also, all spare parts still stored inside were removed. This facilitated touch up painting which is underway on the interior.

Groton and Stonington Snow Plow No. 106 received conservation work protecting and greatly improving the appearance of the car. Several members scraped, primed, and painted the entire exterior and replaced all broken door glass.

The body surface of **Boston MBTA PCC Car No. 3019** had become increasingly deteriorated, and as a result became the focus of a volunteer effort to spruce up the car. Efforts concentrated on the front half, which is exposed to the weather and is more visible to the public where the car is presently stored. Rusted areas were scraped, treated, and primed. Then all the appropriate colors and striping were applied. The headlight was worked over and reinstalled. Similar work was in progress on the rear half of the car until

Members work on two different projects outside of Town House Shops. On the left a newly-rebuilt trolley base for Bay State 4175 is primed. To the right a property directional sign receives repairs. *B. Austin photo*



The Museum's **Caterpillar Model D-4 Bulldozer** was enveloped in a plastic tent inside the shop for a winter of mechanical activity. Worn undercarriage parts were removed, and new sprockets (which drive the tracks to propel the unit) acquired with the bulldozer were then welded in place on the rear axle. Two top rollers and tracks were reconditioned with new pins and bushings by an outside firm, underwritten by the sponsor of the unit.

This work done, the unit was first put into Museum service on May 12, performing many useful jobs throughout the year, until the advent of winter weather early in December. While maintenance was performed during its in-service period, a further heavy run of undercarriage work commenced during the winter. Activity will consist of more roller work and rebuilding of the blade mechanism lift cylinders. The scope of the program is based on the financial ability of its sponsor, who also underwrites and carries out regular maintenance, and covers most costs of operation.

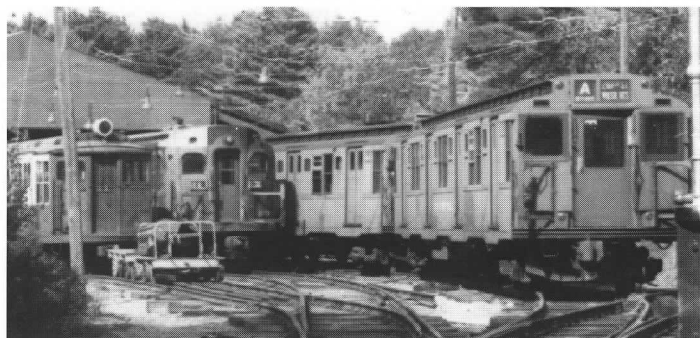
The sponsor of the **Lorain Crane** acquired a clam shell digger and associated tow line for use with this unit. This was rigged and made operational. The sponsor then taught himself in its proper operation. Once mastered, he loaded the hopper car with ballast

for the main line extension, thus demonstrating the clam-shell's value.

As a side project, the teacher/member who is the primary sponsor of Chicago Car No. 225, brought a group of his students to the Museum, and led them in the project of scraping, cleaning, and repainting the aluminum colored roof of **Chicago South Shore & South Bend Interurban Car No. 32**. Earlier in the year, the same students undertook a major cleaning effort on **Glasgow Corporation Transport Double Deck Tram No. 1274**. This enabled deferral of much needed repainting for another year.

Within the past year restoration on **Johnstown, Pennsylvania Brill Trackless Trolley No. 713** has seen near completion of all interior work. Interior painting was finished and the seat backs and bottoms have almost all been cleaned for installation at the beginning of the 1991 work season. Once that work is completed, the previously-modified streetcar doors will be attached to the front and rear of the coach. The doors will be painted inside and out and the exterior will receive touch-up paint.

No. 713 will then be removed from Shop One, placed under the Museum's trackless trolley overhead, and its poles raised to the wires. Work has already begun to repair the trackless trolley overhead wire



A sight that can be seen nowhere else — subway cars from Boston, Philadelphia, and New York side by side. All three trains benefited from volunteer conservation work in 1990. *D. Black photo*

in anticipation of this event. Seashore will then once again have an operable trackless trolley.

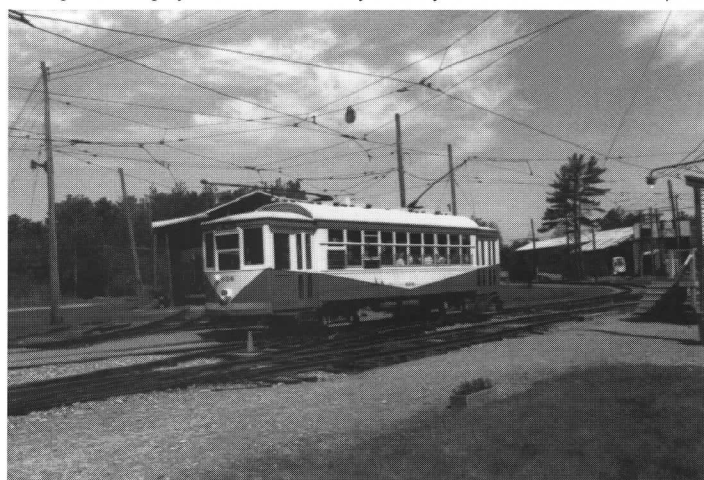
Rochester and Sodus Bay Interurban Car No. 113 suffered some damage to one vestibule during a shifting move. As a result volunteers jacked up the end of the car and reinforced the platform to prevent further damage. The dash was then painted and the car covered with a heavy duty canvas tarpaulin.

The project manager of the pending restoration of **Lake Shore Electric steel**

Jewett Interurban No. 171 recognized that commencement of activity on the car would be delayed. Since the car is outside awaiting shop space, he and an assistant replaced tarpaper on the front end of the roof as well as patched or tarred other areas on the roof where the tarpaper had failed. This is important as the roof structure is in very good condition and should be protected from the elements.

As with Boston Parlor Car No. 925, which was cleaned out last year, ancient **Boston West End**

A mainstay of Seashore's passenger fleet is Dallas 434, shown here in shuttle service. The "turtleback" roof design is a product of Boston's Stone and Webster Engineering, once a prominent player in the street railway industry. *W. Clark photo*



cleaned out last year, ancient **Boston West End Street Railway Car No. 235** had also accumulated a large amount of extraneous material in its interior. A team of volunteers moved most of this accumulation to a more appropriate storage location.

Eastern Massachusetts Street Railway 1934 Twin Coach No. 523 arrived last year from a junk yard missing most of its glass. During the year much of the sash was removed and fitted with Plexiglass, and later the bus was fully protected with a tarpaulin.

City of Somerville, Massachusetts Walter Crane Truck No. E-19 received general mechanical work, and repainting of the hood, fenders, and other front areas in the city's original black color scheme (the balance of the truck is orange). The affected areas were extensively scraped, sanded, rust treated, and primed preparatory to final finishing. The truck now



This "fisheye" view shows Boston White bus 1508 in Seashore's shop, inside the all-weather insulated box made possible by the O'Neil grant. *D. Black photo*

makes a fine appearance as well as serving as a useful work vehicle.

Boston MBTA Elevated Car No. 01000 returned to the workshop late in the year for an additional phase of conservation work. The end door and track, end windows, hand brake, and door control box were all removed preparatory to refinishing the car end.

Representatives of Boston's other rapid transit lines also benefitted from attention. To keep them operational, both cars of **Blue Line train 0512-0513** were serviced and the con-

trol group on Car 0513 was cleaned. New line switch arc chutes were made for this train and our other East Boston Tunnel train.

MBTA Cambridge-Dorchester subway parts car No. 0749 saw erection of shelving, covering of window openings, and sorting of spare parts stored inside the car.

Not to be forgotten are our hardworking volunteers who restore and maintain Museum cars at Boston's MBTA Watertown Carhouse. Most work was performed on **Boston Elevated Railway 1903 26-foot Box**

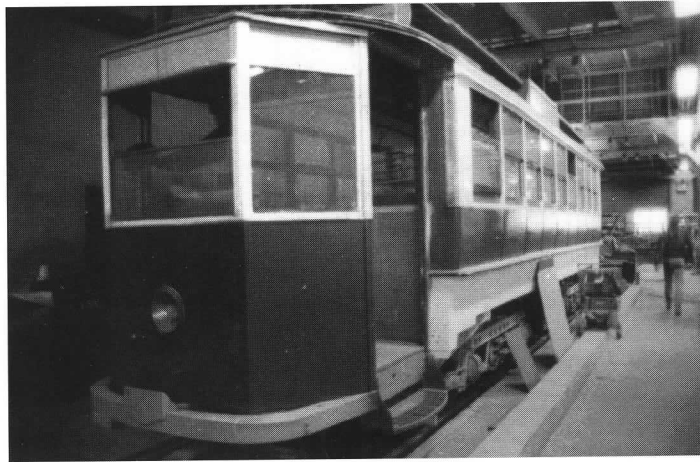
(surface) Car No. 475.

The car body has been levelled, and reinforced for added strength and stability. New sides had to be made, with supporting ribs on the inside. Sections of the roof have been replaced, and new canvas has been applied. New sign boxes have also been made.

Both vestibules have been removed and rebuilt. All window sash has been refurbished or replaced where necessary. The interior has been refurbished from the ceiling to the window sills. All four doorways have been squared, and new doors have been made. It is expected that these will be mounted on the car early in 1991.

The motors were taken apart, and worn parts were replaced as necessary. The compressor has been completely rebuilt, and runs very well. The car does now run, and auguring well for its future use in special operation on Boston's Green Line system.

Two views of cars at Seashore's Boston annex — the Watertown Carhouse of the MBTA. Three Seashore ex-Boston cars are there, bottom dump car 3617 on lease to the T to help with track renewal programs, Type 5 5734 available for charters, and 26½ foot car 475 for restoration. A group of Seashore volunteers work regularly on 475, shown below, and help maintain 5734, visible behind 475 in the left hand photo. *B. Austin photos*



Museum Library

As early as the 1970s, the idea of establishing a library at Seashore was first raised. At the time, when Seashore was struggling with the task of building housing for its vehicle collection, the concept seemed ambitious, though clearly worthwhile. Many paper records and collections were offered or bequeathed to Seashore, so development of a proper facility to care for them and make them available was a natural extension of Seashore's historical mandate.

During the 1980s a Library Committee was formed to implement the idea, and when the Museum Store moved into the new Visitors Center the old store became the first library site.

Shelving was installed and with a small group of books generously donated by Seashore members, the Library began to take shape. A railroad insulated box car was obtained and moved adjacent to the library to provide additional protected storage. With installation of lights and a dehumidifier, the box car became a repository of some of the Museum's oldest records, books, and artifacts.

Along the way, progress in development of the Library was interrupted by temporary installation of theater seats in part of the building. Nonetheless, consideration of the library concept remained alive, though concrete action was dor-

mant. When the McGraw-Hill archival collection was offered, library development was sparked anew. Through the skillful efforts of one of the Museum's fund raisers and a Trustee, the Society was awarded the complete collection of Electric Railway Journal, Street Railway Journal, and Transit Journal by McGraw-Hill.

The Museum's Director, the Trustees, and members of the Library Committee,

The winter of 1989/90 was spent disassembling the theater seats and clearing out non-library items. During the Spring of 1990 some file cabinets and shelves were acquired through a donation by the Draper Labs of MIT. With space returned to the Library, it was possible to retrieve the H.L. Goldsmith book and photo collection from outside storage.

By Member's Weekend 1990 the Library was pro-

sionally designed library illustrated in the Society's 1989 Annual Report.

As of the end of 1990, the Library had available for research on shelves:

2,722	Hardcover Books
8,179	Softcover Books
3,546	Magazines
10,540	Plans & drawings
23,500	Photo Negatives
4,965	Photo Prints
22,400	Letter Files
1,300	35 mm color slides
14	Rolls of movie film

Two major collections, the Joseph B. Doherty and J. Randolph Kean Collections, are in the process of being accessioned and catalogued and should be available for research or enjoyment by late summer of 1991. Installation of a small furnace, freed from the shop by the O'Neil expansion program, late in the year made winter work a possibility for the first time. A small group of members can be found busily working in the Library on even the coldest winter weekends.

The material in the Library is a priceless resource that can enable future generations to study and understand the role that mass transportation played in the development of the United States. The Museum welcomes all forms of support for this important project, be it in the form of labor or contributions. With this auspicious start, and the clear interest elicited to date, the Library Committee confidently predicts that a permanent library structure and staff is in Seashore's future.



The orderly appearance which now predominates in Seashore's Library. Much rare material is preserved here, including the archival copies of the transit journals which were the initial publications of McGraw-Hill. *D. Black photo*

were all aware of the enormous value of that collection. It became a priority to activate the Library Program to ensure proper care and access to this priceless collection. In September of 1989, a member visitor entered the picture. After consultation with the Museum Director, he was taken to the Library which had just received the McGraw-Hill volumes. This collection fascinated him and he agreed to see if he could ensure the Library would be a facility worthy of such a precious collection.

gressing nicely. The McGraw-Hill Collection had already been accessioned, catalogued, and placed on shelves and the Goldsmith Collection was in process. Soon research programs by Museum members began.

The present Library building is not suitable as a permanent home for the Library. In December 1990 a Library Review Committee was formed to look into options for a permanent building, weighing short-term realities versus the ultimate goal of building the profes-

Seashore and the National Collection

With the accelerated pace of exhibit acquisitions by Seashore in recent years, a review of the philosophy guiding their selection is in order. The following was prepared by the Society's Manager of Collection Development:

Any museum is basically a collection of objects that theme to some historical, cultural, or technological topic. The quality of public experience and service to clientele and community are greatly dependent upon the skill and scholarship with which the collection is presented and interpreted, but there has to be the collection to begin with.

The Seashore Trolley Museum commemorates an industry which has been one of the most socially pivotal in all of human history. Even so, that industry has been extraordinarily individualistic and diverse. Seashore's central theme devolves from the fact that

its collection undertakes to document the vast tapestry of these wonderful enterprises, not only as to the common technology, but recalls the important cultural, artistic, and architectural aspects as well. This has been a conscious focus from the earliest days of the museum, and it is unique. No such undertaking has even been attempted on such a national and international scale, though some very fine regional or smaller collections have been assembled by our many friends and colleagues.

The Seashore National Collection continues to be augmented, as it must, if the purpose is to be served and the vision completed, through efforts that are now largely archaeological. Because important artifacts are increasingly rare, and often available on a crisis basis, with limited resources, conservation and restoration often keeps pace less swiftly than we



One of the most significant streetcars in the National Collection is Nearside 6618 from Philadelphia, the only car of this type saved of the nearly 2000 which ran on the Mitten transportation empire in Philadelphia, Buffalo, and Chicago. *F. Maloney coll.*

might wish. But only the collection itself can justify the ultimate purpose and attract the support for all of the other elements.

The first successful commercial electric streetcar line began regular service in Richmond in 1888. Within a couple of years, trolley lines were operating in most major cities, and the greatest transportation related social revolution in history was underway. A quarter century later, nearly a thousand American communities had streetcar service, and several hundred electric suburban and interurban railways had adapted streetcar technology to move people swiftly between cities and out into the countryside.

The electric roads carried 16 billion passengers in 1925, 17 times the number that rode the steam railroads that year. Traction companies were the fifth largest American industry; in some metropolitan areas they were the largest employer.

For the first time in history, ordinary people had a vastly enlarged affordable daily mobility. No longer did anyone need to live an entire lifetime within walking distance of their birthplace. Home could be comfortably away from the industrial confusion of the work place. Retail establishments could cater to a clientele extensive enough to support large stores carrying the varieties of merchandise we now take for granted. Theatrical, athletic, and amusement enterprises could draw large audiences from a wide area.

That established, the passage of only another 25 years found the enterprise in decline and disarray. The economic depression of the 1930s and public infatuation with the private automobile had seriously eroded the prosperity of the traction industry.

Politically inspired bureaucratic restraints and es-

The originator of the National Collection was Lehigh Valley 1030, Seashore's first non-New England car in 1951, shown here outside Philadelphia. *E. Edwards photo*



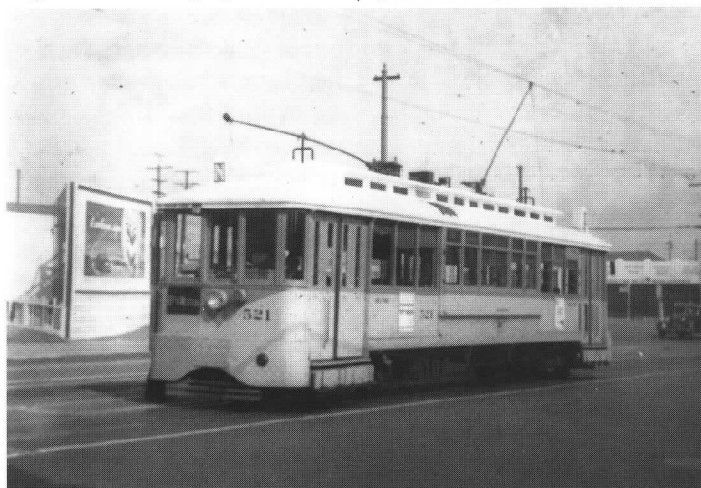
calating labor demands had added to the woes of the operating companies. Many of the smaller systems collapsed, and even the stronger ones cut back. Some services were replaced with internal combustion engine buses, often operated by public agencies when the private firms folded, but many disappeared altogether.

By 1939, with the Second World War looming, though the large city systems still seemed permanent enough, much of both the charm and the majesty of the industry was fast vanishing. On a farewell trip on Maine's Biddeford and Saco Railroad, a group of men, many of them still students, took up a collection to buy an open air trolley, with the intent of preserving and operating it in an original ambience.

While miscellaneous items of railroad and transit equipment had been saved before, no one had ever addressed the comprehensive concept, and so was founded the first operating street railway museum. The sponsors named their project the Sea Shore Electric Railway, recalling Ohio's Lake Shore Electric Railway, regarded by many as the greatest of the Midwestern interurbans, and which had failed the previous year.

Although the first intent had been to save just the one car, another complete streetcar and two more stripped carbodies joined the Museum collection be-

fore America's entry into the war put a hold on line abandonments and scattered most of the museum sponsors to the various military theaters. Peace brought the boys home but also resumed the closing of many electric railways. The Museum's collection grew as its burgeoning membership frantically worked to save favorite vehicles from the junk pile, a costly effort, since scrap prices were high, and only a few companies were willing to donate equipment.



Early in building the collection, Seashore reached far afield for Los Angeles Standard 521, a very distinctive open/closed configuration designed for the warm climate.

At the beginning of the decade of the 1950s, it was clear that the electric railway industry was essentially doomed, and that even most of the large operations would disappear, as many already had. By then, the Seashore Collection contained over two dozen pieces, many of them of substantial merit. But they had been acquired in response to local availability at the whims and inter-

ests of individual sponsors.

Beyond the thread of a common basic technology, there was no identifiable theme. The collection was more than sufficient to demonstrate that technology, though the necessary ancillary facilities comprised only a bare outline of what would be needed. Several similar museums had been launched elsewhere, but the collections of the two other major ones were dominated by the cars of a single exceptionally generous operating company.

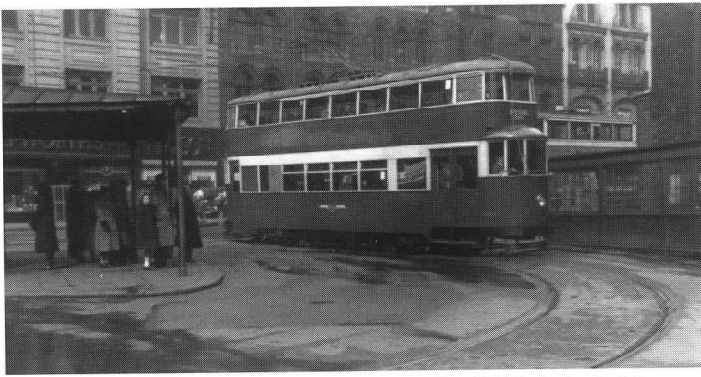
Yet the electric trolley had been a worldwide phenomenon. Nationally, it had made possible a diversity and quality of daily lifestyle unimagined before, and which, in urban areas particularly, has declined since the streetcar's demise. Even though the trolley made mass marketing possible, the instant pervasive media was still a generation or two away, and there was a rich social and cultural

variety that has since faded from sight.

Every city was different, with a unique persona expressed in its physical and architectural ambience. Though employing a common technology, the streetcar companies were very individualistic as to architecture, operating style, and overall layout. Today a bus or even an automobile from Minneapolis or Chicago or Baltimore differs from one from Boston or Seattle or Los Angeles only in the color and pattern of its paint. Except for preserved historic districts, the angular steel, glass, and cement towers and the uniformity of subdivision houses and shopping malls have a dreary sameness across the land.

Accordingly, it seemed appropriate that a trolley museum should address the social and architectural aspects of its historic field as importantly as the bare technology. Necessary too, if the museum expected to attract the interest and popular support it would need to be a successful on-going institution.

The Museum further broadened its collection development to include all forms of mass transit vehicles acquiring the first rapid transit car in 1956, the first bus in 1962, and a year later the first trackless trolley. The organization had evolved into a comprehensive urban transit museum.



At the heart of Seashore's international collection are four British double-decker trams, including a Feltham from London, which later ran in Leeds. *Ted Santarelli collection*

It would be the intent for the collection to be national in scope, and even international with the inclusion of important foreign representation. The main focus would be to portray, with full scale original artifacts, the major systems, builders, regions, technological developments, and operating and architectural ambiances of a fascinating and socially pivotal industry. Thus evolved the collections policy that has governed the program ever since.

By 1960, the collection had grown to over 100 vehicles; its size and scope had made it the leading enterprise in the field by several orders of magnitude. Nearly all the operating street railways that had been the primary source of exhibits were gone, and the pace of collecting slowed. Attention shifted somewhat to the development of storage facilities and an operating demonstration railway, and to restoration of the collection.

Though a few of the early exhibits were received with parts missing or even

stripped, most were essentially complete, though many ranged from shabby to seriously battered. Regrettably, a few that came in fair condition deteriorated at the museum before they could be suitably sheltered from Maine's climate.

Gradually, however, Seashore was able to develop restoration facilities and expertise that enabled many items in the exhibit fleet to be restored to the grandeur that the streetcar companies had known in their heyday. While some operations, particularly in the declining years, had been starkly utilitarian, others embraced a craftsmanship and artistry that would never again be duplicated on a large scale in any industry. In all cases, the hope of the restoration effort was to recapture the essence of whatever there had been.

There was a school of thought that argued that a car or engine, once removed from service, be-

came a document, that should never again be repaired, operated, or altered. Critics pointed to restorations that created things that hybridized several eras of an artifact's history to create something that never existed in reality or which replaced parts that might be, with a bit more effort, salvageable. Seashore was not entirely immune, but its curatorial efforts have been responsible, and restorations sought to retain as much as possible of the original.

While operation does entail some wear and tear, that which occurs in a museum situation is but a fraction of what would be expected in a revenue service, even for the most frequently operated popular tourist cars. Furthermore, it was found that static exhibits often deteriorated more swiftly and seriously than those that were run enough to shake out the moisture, mildew, and insects.

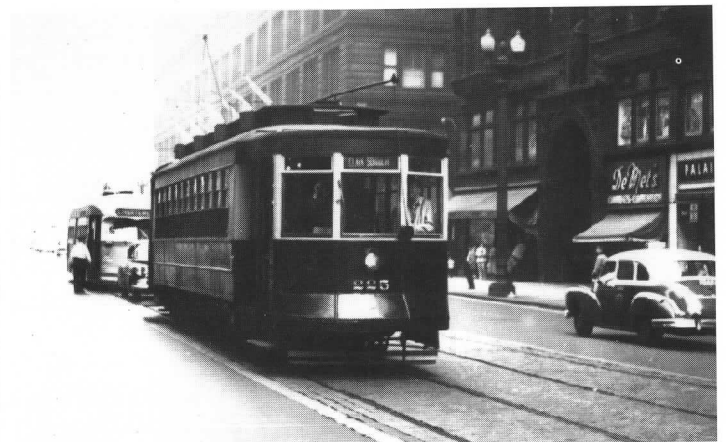
Short of the prohibitively expensive path of

placing the cars in a hermetically sealed glass case, becoming a static museum was simply not an option for Seashore. Rather, it was appropriate to maintain things in the same way as during service life, and preserve the essence in the same way that old buildings are kept vibrant for on-going use.

Many of the arguments for static display addressed the vastly more horrendous problems of keeping steam locomotives going, an issue that had led the railroads to phase steam out. Seashore resisted the temptation to include steam and diesel locomotives and mainline railroad equipment in its collection. A number of museums that began with trolleys and diversified have found that the attention and resources demanded by other things have diluted their original purpose or divided their efforts.

Seashore has a few horse and cable cars and a complete set of buses and track-

A classic is Chicago "Red Pullman" 225, perhaps the best known streetcar design on one of America's largest and most important systems. *D. Idarius photo*



less trolleys as prologue and epilogue, but the collection is primarily devoted to the electric traction railways in the era when they were the dominant mode of transport for most people. This more specific focus has made possible the outstanding special quality of the Seashore collection, not even closely approached in size and scope by anything else anywhere.

Even so, the collection still contained many gaps, with nothing at all from many very large cities, important systems and carbuilders. During more recent years, however, some of these gaps have been filled from residues at operating transit systems, or from other museums that had found it necessary or appropriate to retrench or restrict their programs.

A number came also from failed efforts to preserve single cars in their home cities. While that concept is appealing, there is almost never adequate support as facilities for operation and maintenance are the same for one car as for ten, and static displays invariably suffer from neglect and vandalism.

New Orleans and San Francisco have maintained significant operations of vintage equipment, but most other localities that have built modern light rail systems have in most cases been reluctant to mix regu-

lar operation of traditional streetcars and high tech cars on the same tracks. A few have satisfied the public desire for an old time ambience with replicas that appear old but are mechanically "state of the art." The design for some of these has come from cars in the Seashore National Collection, as has technological knowledge. Seashore itself, however, has not undertaken to construct replicas; anyone who boards a car at the Museum can be told that car ran during its service life in its place of provenance, as an integral and authentic part of the architectural and social fabric of that community.

From the beginning, Seashore's activists knew another largely unappreciated source of electric railway artifacts. Before the era of house trailers and prefabricated buildings, retired streetcars and, occasionally, buses were widely prized as ready-made, portable, and inexpensive structures, and the companies were usually quite willing to sell them for such uses, even during the halcyon years.

Carbodies were used for things like roadside diners, tool sheds, chicken coops, and even residences. Though this last adaptation had special drawbacks as to space, insulation, and weather tightness, a very popular use was for such recreational purposes as lake cottages and rustic hunting lodges. One of the

Museum's earliest and most prideful restorations was the parlor car "City of Manchester," rescued by a museum member from its adaptive use as a backyard children's playhouse.

Only recently, however, has the museum community come to realize how many of these still exist. With the Seashore National Collection now over the 200 count, better than ten percent have been recycled from interim use.



Seashore also assembled a comprehensive collection of interurban cars, including this clerestory-roof wooden car from Quebec's Montreal & Southern Counties.

But, with urbanization and upscaling exposing and discarding more and more, we now know there are still several thousand carbodies hiding around this country alone.

Most, of course, are seriously altered, or badly deteriorated, or duplications of things already in the collection, or without particular merit. Nonetheless, we know of several dozen that would fill significant voids.

To be sure, the seats were in the way and the electrical and running gear was prime scrap, so these are nearly always missing.

These cars often have to be rescued on an urgent or crisis program as the bulldozers of redevelopment advance, yet failure may mean that an important piece of history is to be lost forever. Even once at the Museum, some may be lost before the resources are available to stabilize or restore them, but those restorations that have been completed attest the value and

importance of preserving the option. If the carbody is left in the farmer's barnyard, it will almost surely be gone by the time there is the resource to restore it.

As the custodians of a National Treasure, Seashore is obligated to enhance its preservations that, in fact, are the only reason for the existence of the Museum. To do otherwise would be an unforgivable remission.

Over the past year several notable changes have taken place in the Museum Store's direction. Among them are changes in book stock and souvenirs offered to the public and membership. In the past our book offerings included a wide selection of railroad publications. We now concentrate specifically on items of traction interest, with steam or diesel publications covering the New England and Middle Atlantic States or those of significant general interest to the public and membership at large. Our souvenir items, too, reflect a change from general interest items to those more specifically relating to the Museum or the transportation industry.

Since 1987, our on-premise sales have increased from \$57,078 to \$97,736 in 1990. In 1990 the Museum Store provided 42% of the Museum's visitor income. The average sale per visitor in 1990 dropped from 1989's all time high of \$3.06 per person to \$2.65, however some consideration must be given to the fact that our visitor figures include the very successful Ghost Trolley and Christmas Prelude events, and those visitors were local residents so not buyers of souvenirs. We must also keep in mind that the economy was somewhat depressed. By way of comparison, it is worth noting that some larger muse-



Volunteer store were especially busy during the *Ghost Trolley* Halloween event, when crowds of visitors poured through the store. *D. Black photo*

ums (those with a million plus annual visitors) only expect \$1.50 in store sales per visitor.

It is particularly heartening to see the coordination and cooperation between paid staff and volunteers in the Store operation. Several of our younger staff members were most helpful in brightening up the Store's appearance during the 1990 summer season, and many vacationing members provided valuable assistance. Of great

importance to the Store's operation was the addition of an Assistant Manager who works more often as a volunteer than as a paid staff member. This person is being trained to be able to handle all areas of the Store's management.

It is hoped that with the new walls and ceilings being installed during the winter of 1990/91 that the Museum Store will present an even more professional appearance in the coming years.

Opened in 1990 adjacent to the Store was the *Trolley Dog* concession stand, operated by Seashore members and providing snacks for visitors and members. *W. Clark photo*



In 1990, Biddeford Station, Inc. (BSI) continued to develop its building as Seashore's future North Terminal. The year saw transfer of some of the ownership shares of this Maine corporation to the New England Electric Railway Historical Society, Inc., Seashore's parent corporation. Although Seashore had previously been deeded rights-of-way and other land use rights, it is now one of the owners of the BSI complex. All other shares are held by Museum members.

In 1990, Seashore's fund for development of the North Terminal, the Terminal Improvement Fund, expended no money, while its supporters continue to solicit funds from non-Seashore sources. However, no 1991 projects at the North Terminal that require funding from this source are planned.

To date, the Terminal Improvement Fund has created a basic roadbed for its portion of the intended Main Line. With track connection to the adjacent B&M main line on indefinite hold, roadbed development beyond Proctor Road, the present limit of Terminal Improvement Fund authorization, may be considered. Such work might assist the Museum's main line track extension by providing an additional source of funding for roadbed development at the current end of track construction.

Exhibit Acquisitions

Nine major vehicle acquisitions were added to the National Collection during 1990.

Southwest Missouri Railway wood interurban Car No. 39 built in 1907 is our representative of this unique railway. The Southwest Missouri Railway was an extensive regional interurban system that operated in three states, with nearly 100 miles of routes around a region that not only had prosperous agriculture, but was a leading producer of non-ferrous metals, mainly lead and zinc. The railway served most of the mines and smelters directly, providing both a convenient way for workers to reach jobs and an efficient method to transport ore and finished products.

Joplin was the major city with some 30,000 residents during the trolley era, and had local streetcar service,

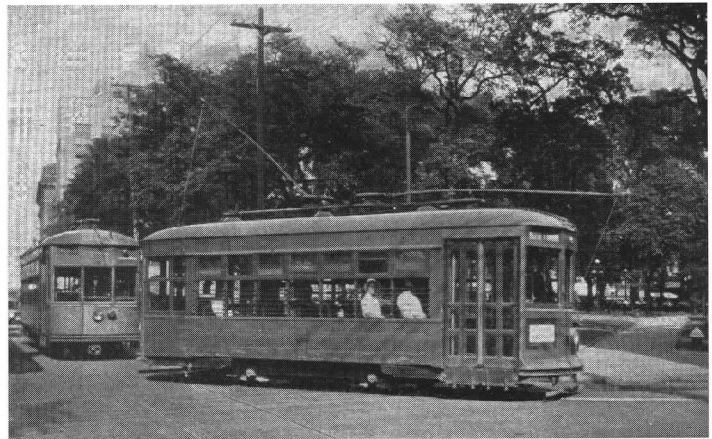
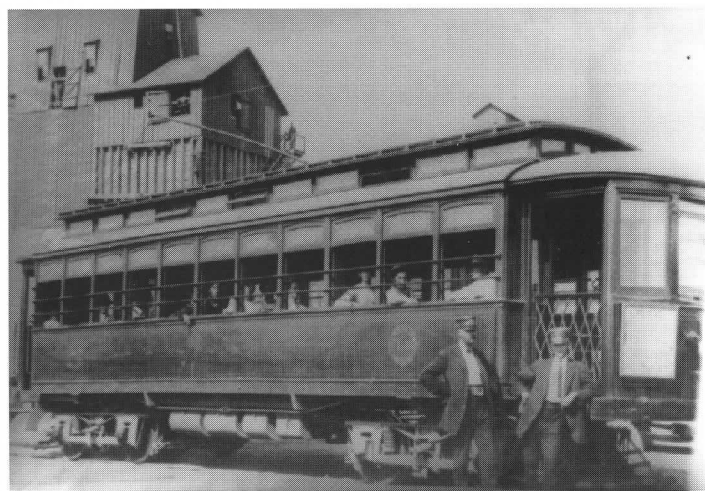
while the company headquarters and shops were in adjoining Webb City, a town of about 5,000. Most of the line's rolling stock of some 30 cars, including car No. 39, were built in the Webb City Shops. Although the cars were turned out in groups of four to seven units, each set was slightly different to embody improvements suggested by experience.

All were generally similar, including the last set that were all steel instead of wood. The double-truck deck roof cars were regarded as having especially appealing lines, with the 39-41 group seen as particularly handsome. The Southwest Missouri replaced most interurban service with buses in 1935 and saw its last passenger service in Picher, a mining community in Oklahoma's extreme northeast, in 1938.

When the Southwest Missouri was dismantled,

Southwest Missouri No. 49, shown circa 1912, was one of two preserved by retired farmer Walter Swalley of Baxter Springs, Kansas. Mr. Swalley donated No. 39 to Seashore and No. 49 went to the Oklahoma Trolley Association at McAlester. The same crew and equipment moved both cars.

J. Sanders collection



Mobile Light and Railroad's 13 Perley Thomas cars were built in 1929, making them among the last single truck cars built in America. *Electric Railway Journal, Sept. 1930*

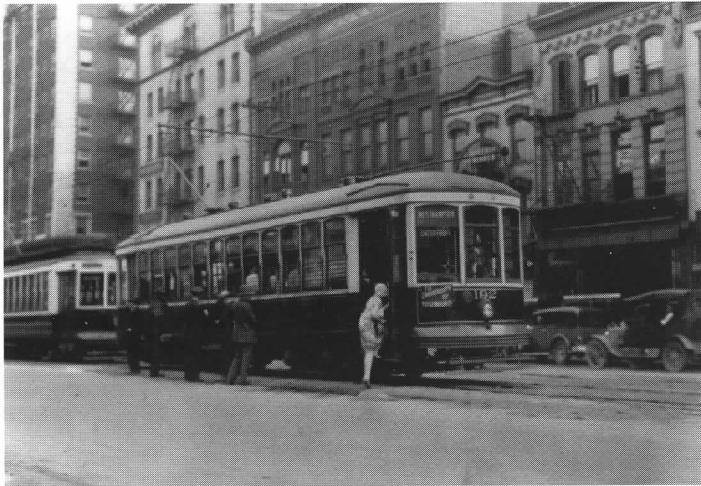
cars 39 and 49 were purchased by Walter Swalley, who owned a large farm outside Baxter Springs, Kansas. The cars formed two sides of a granary until fire insurance rules came to require grain storage in nonflammable structures. About the same time Mr. Swalley decided to retire and sell his farm and kindly offered the two cars for preservation. Car No. 39 was given to Seashore and No. 49 was given to the Oklahoma Trolley Association for their new museum in McAlester.

A joint moving project was undertaken with the Oklahoma Trolley Association in April. The wooden over-structure was torn down and the loading was accomplished with the assistance of a convenient nearby crane service. There were some problems maneuvering the cars out, particularly since the cement piers on which the cars had been set (and which kept them off the ground, thus

preserving the underframes) proved to be more massive than realized. Car No. 39 arrived safely in Maine on April 18, after four days on the road from Baxter Springs.

Mobile Light and Railroad Company Car No. 49 followed the delivery of SWM No. 39 to the Museum. At the end of the 1920s, when the Alabama port had some 75,000 residents, Mobile Light and Railroad was regarded as one of the more alert small city operations, with clean cars, fast headways, and smooth track, according to a 1930 trade article. Six Birney cars were bought in 1927, and in 1929 seven more single truck cars of a custom design were ordered.

The last four were built by Perley Thomas of High Point, N.C., famous for being the only U.S. carbuilder in business today (as a school bus manufacturer) and for having built the New Orleans streetcars that



Note the 1920s fashions worn by the patron boarding the car, sister to Seashore's 194, at a downtown car stop. Richmond was the site of the first successful electric street railway in 1888, making this car an especially important representative in Seashore's collection. *Photo courtesy of American Public Transit Association*

are the only traditional streetcars still in regular revenue service in this country. (A retired member of that fleet is Seashore's No. 966.) The second Mobile series was considered superior to the standard Birneys because its wider doors and aisles made for faster loading, and as the aforementioned article recounted, had "the great advantage of allowing colored patrons to pass the white passengers without contact," an important consideration in the era of Southern racial segregation.

This order of cars by Mobile Light and Railroad was the last order of streetcars to be built by Perley Thomas, as well as the last four-wheeled cars built in the United States. Car No. 49 was fortuitously preserved in various situations until it came into the possession of New Orleans businessman and architectural historian Jack Stewart.

Mr. Stewart had hoped to join several others in developing a southern trolley museum, but the others became discouraged and the property was sold, leaving No. 49 homeless.

On April 24, soon after SWM No. 39 was unloaded, the Museum's rented truck set out for New Orleans. There was no work crew except the driver, so a local workman was engaged to help prepare for the move when the truck arrived in New Orleans. Mr. Stewart also provided blocking and the loan of welding and other equipment. A local crane service was engaged to load the car and other parts made available.

On the return trip, some of the rotted wood upper structure was lost, but the car structure is basically sound. Misfortune befell in Waterbury, Connecticut, when a piece of blocking fell severing a brake line and blowing a tire. We are

indebted to Bruce Thain, longtime Branford Museum activist and now owner of Rail Technology Associates of Guilford, who responded very promptly and was most helpful in putting the rig back on the road with less than a day's delay. Car No. 49 arrived at the Museum on the evening of May 3.

Virginia Electric Power Car No. 194 has provided the opportunity to represent the city of Richmond, one rich in street railway history. Over a century ago, Richmond was the site of the first fully functional electric trolley system, developed by Frank Julian Sprague. It accordingly seemed appropriate that the Confederate capital should be represented in the National Collection.

This was known to be difficult, because Richmond, in later years, was a place where most of the streetcars were second-

hand from other properties. The original Sprague cars were small and hastily built, and are long gone; even the one in the Smithsonian Institute is a replica. However, Richmond Transit Commissioner Earl Long, questing for artifacts, found a number of carbodies, mostly Birneys, which he hopes to use for a new light rail project there. Included were a couple of wooden cars that were not suitable for the program, and Mr. Long suggested that one of them might be of interest to Seashore.

Car No. 194 was one such wooden car, built for the Richmond and Henrico (pronounced EnWRECKo) Railway. It was a 1910 product of the Southern Car Company of High Point, North Carolina, a builder not previously represented in the Museum's collection. A small order for an upstart company, these were "fast" cars that

Brantford, Ontario, bus 627 was an attractive candidate for acquisition both as an example of a very widely used GM design and as a potential off-property representative for Seashore. Here it is decorated for its role in publicizing the Christmas Prelude event at the Museum. *D. Black photo*



upstaged smaller “dinkies” dating almost from the Sprague days.

Richmond and Henrico soon failed, and was absorbed into the Virginia Electric Power System. Car No. 194 survived because it was sold before final abandonment, and thus escaped the scrapping frenzy that came at the end of rail service. This wholesale scrapping had given some local historians the notion that everything had been destroyed, unaware that earlier retirees survived.

Taken to rural Beaver Dam, No. 194 became one side of a building that was first a dance hall, and later the vehicle repair shop of T. Edward Corker, a lumberman in the region. Mr. Corker was planning to enlarge his shop, and was glad to donate No. 194 to the National Collection. Protected largely by the main structure, the car was in very good shape, with some of the advertising car cards still in place along the ceiling inside.

Once again following the unloading of Mobile 49, the Museum’s rented truck headed back to the road for a third journey, and No. 194 was loaded by crane after being jacked sideways out of the building. Car No. 194 arrived at the museum on May 11.

In March the Museum acquired **Brantford, Ontario No. 627**, a 1962 General Motors model TGH 3102 transit bus. This bus is of the “Old Look”



St. Louis Car Company was a prolific builder of transit vehicles in the 1940s and 1950s, turning out hundreds of PCC cars, rapid transit cars, and trolley buses. In 1990 Seashore acquired No. 1052, from the same series as the coach pictured here, built by St. Louis for Cleveland in 1947. *B. Hays collection*

style that GM continued to use for small buses for several years after introduction of the “New Look” style for larger buses. Plans call for this vehicle to be used to publicize the Museum at events such as parades. Its small size, gasoline engine, good condition, and availability of spare parts make

it ideally suited for this purpose. No. 627 made its debut in such service in December, running in Kennebunkport promoting the Christmas Prelude special event at the Museum.

As with Seashore’s streetcar collection, the stature of the trackless trolley and bus collection is unsur-

A London doubledecker similar to Seashore’s RTL 1628 at Crystal Palace in June 1969. Note the ad for the new Victoria subway line. *L. Lawrence, Bus Industry Magazine*



passed in geographical, chronological, and builder representation. One gap in this collection has been the lack of a representative from the St. Louis Car Company, one of the largest builders of trackless trolleys.

In 1990 an article about the Museum’s trackless trolley collection in *Electric Lines Magazine* brought an offer of the donation of **Cleveland Transit System No. 1052**, a 1947 St. Louis Coach, by Norman Znidarsic and Robert Humanchuk. This coach is one of 175 similar vehicles built in 1947-1949, many of which remained in operation until the closure of the system, on June 14, 1963. Cleveland had one of the largest trackless trolley systems in North America as well as having had one of the largest fleets of St. Louis coaches.

No. 1052 was incomplete and required an intensive effort to procure the replacement parts from a junk dealer situated near the vehicle’s Pittsburgh location. The move of the coach in July was extremely successful. On this and a subsequent trip all parts and components necessary for the complete restoration of No. 1052 were procured by Museum volunteers, who worked through extreme summer heat and humidity to complete their task.

Newport and Providence Railway Car No. 9 is a 1904 Laconia 15-bench open car, certainly not a

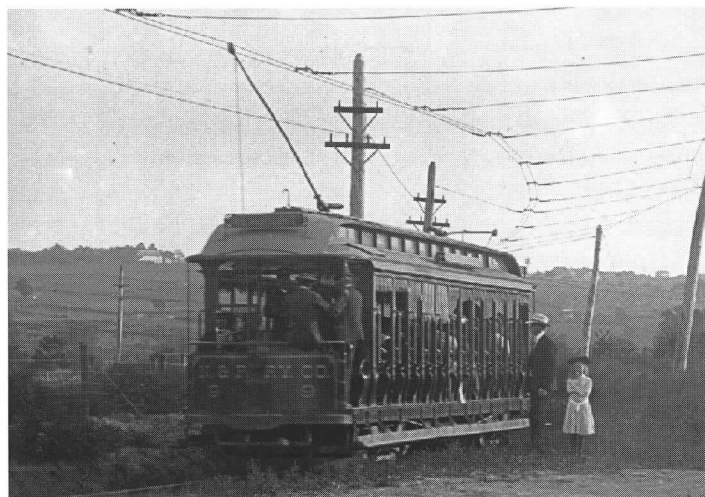
common item to locate in 1990. Thus the Museum was quite surprised when our friends at the Old Colony and Fall River Museum in Fall River, Massachusetts, found No. 9 in Newport, Rhode Island. It was in use as a residence when discovered and the Fall River Museum was offered it as a gift. After getting the car to Fall River, the museum found that it lacked the resources for

restoration, and Director Jay Chatterton kindly offered the car to Seashore.

Following a brief inspection trip, Seashore crews rented a truck and set out for Fall River, billeting overnight on the USS Massachusetts, the World War II battleship permanently moored in Fall River. With substantial aid from the local people, two fork lifts were used to set the car on the trailer and No. 9 made



Boston's 2900 series White buses were known for their unusual left side door, needed at some rapid transit stations. No. 2921 at South Station. *B. Clarke photo*



Finding the body of an open car is a special surprise in the 1990s as most systems retired their opens in the 1920s. These two views show how Newport and Providence No. 9 appeared when new. **Above:** A full load of passengers ride early in the century near Thurston's Hill, in Portsmouth, R.I. **Below:** On West Main Street, Portsmouth, two boys pause to watch the new trolley passing as the conductor has a word with N&P Superintendent Jones. *D. O'Hanley collection*



it to Maine in one day without incident.

London Transport Leyland doubledeck Bus No. RTL 1628 fills two voids in the Museum's rubber tired collection as the its first doubledeck bus and the first bus from the United Kingdom. It will be a fine complement to the Society's London Transport Feltham doubledeck tram having served concurrently in the London Transport fleet.

No. RTL 1628 was offered to the Museum by Brent Snow of Falmouth, Maine, who had owned the bus for a number of years and wished to see it preserved. The bus is mechanically complete, however is lacking seats and other interior components. On October 9, it was towed to the Museum and shortly after its arrival was made operational.

Boston Metropolitan Transit Authority 1951 White Model 1144 Bus No. 2918 was the last to be

moved to the Museum of the buses donated some years ago by collector Alan Pommer. These buses were assembled by Mr. Pommer and other interested persons as the nucleus of an historic bus organization, whose assets were later donated to Seashore.

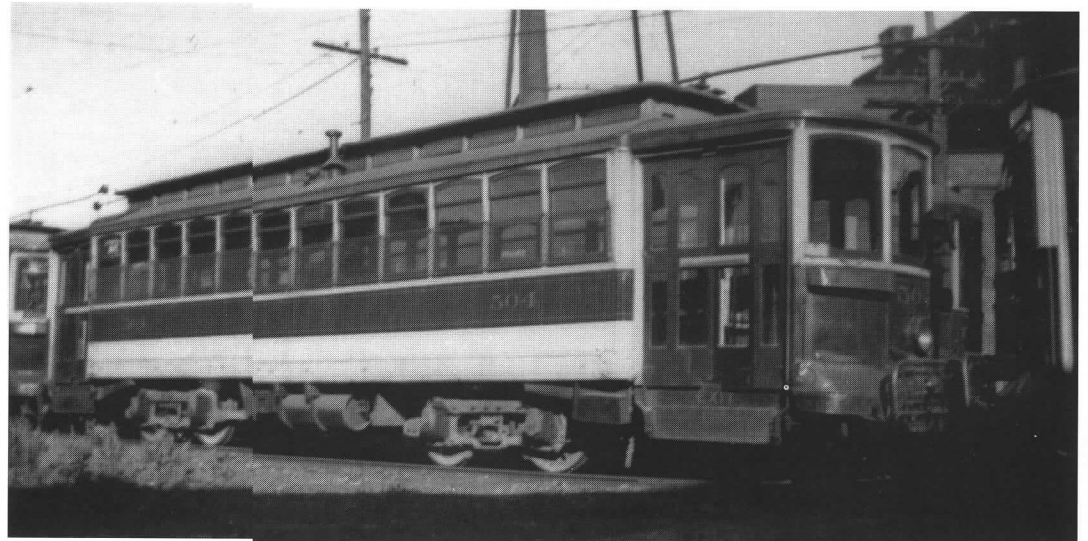
No. 2918 was selected for preservation because of its unusual configuration. One of the unique features of the Boston transit system over the years has been the use of single-end PCC cars, trackless trolleys, and buses equipped with left-hand doors, a feature stemming from the physical configuration of some rapid transit stations on this pioneer intermodal system. A number of these stations, such as those at Forest Hills and Harvard Square, had left-hand platforms designed for use by double-end streetcars equipped with doors on both sides. When later model streetcars or rubber tired vehicles were

ordered, their design had to be modified to accommodate this station configuration.

Starting in 1930 the Boston Elevated Railway ordered a progression of left-hand door buses from various builders. Fifteen Whites, including 2918, were the last buses purchased with this configuration by the successor Metropolitan Transit Authority and were used on lines operating through Broadway Station, which was equipped with an "island" platform between the two tracks. In 1953, remaining streetcar operation through this station was discontinued and buses began to use the station left-hand or English style so that any standard bus could be used. From 1964 to 1966 these Whites were leased to the Middlesex and Boston Street Railway and then retired, ending the era of left-hand door buses in Boston, though left-hand door trackless trolleys remain in service to this day.

City Car No. 502 from the New York State Railways Rochester Division was one of ten double-truck deck-roof cars built by Brill in 1904. It was part of a fleet of similar cars assembled in small orders from sundry builders. These cars were particularly handsome, and were the predominant vehicle of the wooden car era in Rochester.

When all streetcar lines but the one operating



A sister to Seashore's No. 502 at Rochester's East Main Station.

S. King photo

through the city's subway were closed in 1941, Jacob Willig bought the body of No. 502 and transported it to his property on the Genesee River. There it served as a family retreat for many years until the New York Thruway cut through the site in the 1950s. Ironically it was the notice of motorists traveling this highway that led to the preservation of No. 502. Ronald Ort, Jacob Willig's grandson, donated the car and with substantial support from Rochester rail historian Lloyd Klos the move was scheduled for October.

After a preliminary site clearing expedition a group of volunteers set out for Rochester. They carefully jacked the car up and slid it onto the trailer. Car 502 arrived at the Museum and was placed on trucks on October 19. It was covered with a heavy-duty canvas tarpaulin shortly thereafter.

The Museum is particularly grateful to Mr. Ort and Mr. Klos for their generous help.

Completed in 1990 was the second half of the two-car acquisition from **New York City of IND subway cars, Nos. 800 and 1440.** Both cars were both part of the subway museum run by the New York transit undertaking, but were rendered surplus by budget cutbacks. No. 800 arrived at Seashore in 1989, followed by No. 1440 in 1990.

They were built by ACF in 1936 for the Eighth Avenue Subway and were among the last old-style rapid transit cars built in America.

No. 1440 was donated by Mr. Arthur Green of Hudson Rondout Company of Woodstock, New York. The body and trucks of the car were moved separately to Seashore, with the body moved using the dolly method, arriving in mid-February.

New York 1440 enroute to Maine in Danbury, Connecticut, using the dolly method of moving now favored for Seashore moves.

W. Pollman photo



The Seashore Trolley Museum

The New England Electric Railway Historical Society, Inc. is a non-profit educational institution dedicated to the preservation, exhibition, and operation of urban and inter-urban 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. The Museum is a National Historic Site.

Corporate Office

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American Bus Association
Association of Railway Museums, Inc.
Biddeford-Saco Chamber of Commerce
Kennebunk-Kennebunkport Chamber of Commerce
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American Association of Museums Re-Accreditation

Over a decade ago, the Seashore Trolley Museum reached a major milestone in its evolution when it received accreditation from the American Association of Museums (AAM). As the first rail Museum to be so recognized, the status has been a source of pride ever since. Periodically, the AAM requests that accredited museums prepare themselves for a formal review of their status, so that the Association can verify that the organization has maintained its status and advanced in its application of professional standards.

In 1990, the Museum undertook, under the aegis of its Finance Committee, the massive project of preparing the materials the AAM will use when its accreditation visiting committee comes in the Autumn of 1991.

Re-accreditation is a complex, multi-year pro-

cess very similar to that undertaken by institutions requesting initial accreditation. It begins with the completion of the Accreditation Self-Study questionnaire and its supporting documents. The Self-Study



contains many categories of questions concerning all areas of the museum, its policies, and operations. It is divided

into sections such as Governance, Finances, Collections, Preservation and Conservation, Exhibitions, and several others, making a total of 19 different sections. In each of the categories, a set of specific questions is intended to provoke in-depth thought and self evaluation as well as providing the information necessary for an outside group to evaluate the museum.

It is indeed through this process that the museum's own strength and weaknesses are revealed. It is expected that the museum,

while engaged in the self-study process will not only report its strengths, but, now aware of its deficiencies, will initiate a process of self improvement.

The self-study document once completed truly becomes a complete manual of the museum which is then supplied to the AAM for its evaluation. A copy of the full self-study is available at the Museum's office for any member who would like to review it. Following the AAM's review, a visiting committee of three experience museum professionals is formed which will then visit the museum for on site evaluation. The Museum expects this visit during the

latter part of the 1991 operating season.

During the process of completing the self-study, the Museum's Finance Committee kept a running list of identified weak areas and changes to be instituted. Work in connection with this list began immediately and it is hoped that substantial progress will be evident to the visiting committee when they come to review the Museum's status.

All involved in the preparations felt that, though the process was very demanding, it was an extremely valuable exercise in introspection, which should help focus the Museum's activities for years to come.

FIGURE 2
CASH SUPPORT AND REVENUES IN 1990
(including Deferred Grant Income)

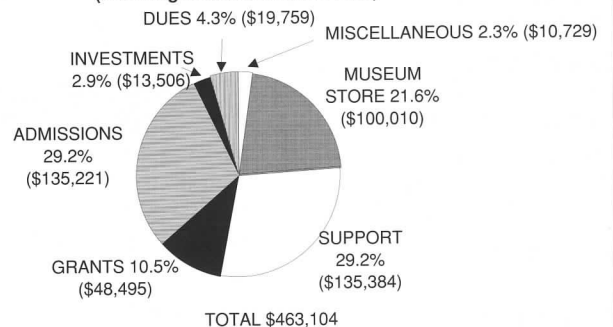


FIGURE 1
SUPPORT AND REVENUES FROM 1981 TO 1990

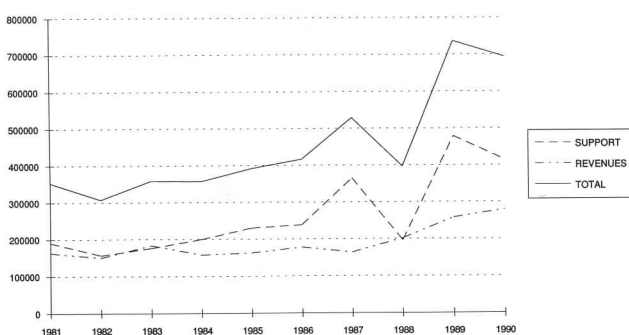


FIGURE 3
ANNUAL MUSEUM VISITORS FROM 1981 TO 1990



Financial Report

The audited financial statements for Fiscal Year 1990 as prepared by the Museum's independent auditors, Ernst and Young, are presented on pages 40 through 44. The Balance Sheet, including all assets, liabilities and balances for the Unrestricted, Restricted, and Plant Funds is included on page 40. Page 41 includes the Statement of Support, Revenue and Expenses, and Changes in Fund Balance. The Statement of Functional Expenses is included on page 43. In 1990, cash and non-cash support, revenues, and attendance all exhibited continued growth over previous years, except for a slight drop from 1989 levels. Figure 1 displays support and revenues over the past ten years. Using 1981 as a base, total income increased from \$352,944 to \$736,1606 in 1989 and dropped slightly to \$693,811 in 1990, representing an average annual growth rate of 8.8 percent.

Support, which includes the categories of grants, cash contributions, contributions-in-kind, and the value of services contributed by Museum volunteers has shown a significant growth of 11 percent over the past ten years, rising from \$190,116 in 1981 to \$195,519 in 1988, to \$478,359 in 1989, and dropping to \$414,586 in 1990.

Over the previous years cash contributions from Museum members and friends had generally maintained a steady average level during the period of 1981 to 1988, fluctuating between a low of \$67,065 and a high of \$94,631. In 1989, a large increase in the level of contributions brought the total to \$135,764. This spectacular performance was repeated in 1990, with contribution receipts of \$135,384.

The value of services contributed by Museum members to its activities and programs also remained essentially at 1989 levels, \$100,449 in 1990 compared with \$101,787 in 1989. While this indicated a high level of participation, it is felt that it is actually higher since many volunteers are reluctant to complete time reports.

In 1989, the Museum received the first of three \$30,000 grants from the Casey Albert T. O'Neil Foundation for the renovation of the Museum's Town House Workshop. During 1989, \$8,014 of the first grant was expended, with the remaining \$21,986 shown in the financial statements as deferred income for expenditure in later years. In 1990, another \$30,000 grant was received, and \$48,496 of the two combined grants was expended, leaving \$3,490 as deferred income, for use in future years.

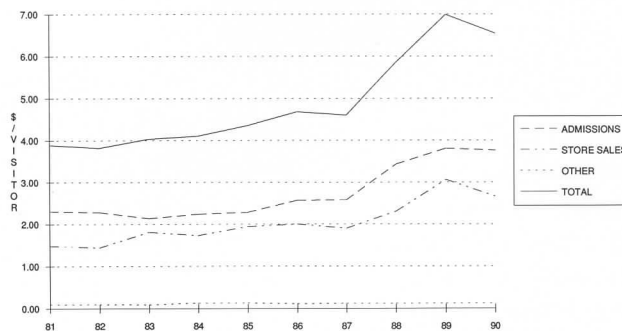
In addition, the Museum received a \$3,081 general operating support grant from the Maine Arts Commission, but since this will not be used until 1991, for the printing of Museum advertising flyers, is also shown as deferred income.

Another significant growth in support over the years

has been in the category of Contributions-in-Kind, or value contributions, growing from \$9,251 in 1981 to \$232,794 in 1989 and down to \$130,258 in 1990. In 1989, the value included approximately \$99,000 for the contribution of McGraw-Hill's transit publication collection and \$9,333 in member loans forgiven and donated. Subtracting these one-time and large contributions, the 1990 level of Contributions-in-Kind turns out to be slightly higher than that of 1989.

Revenues, which constitute membership dues, admissions, auxiliary operation revenues (store sales), interest, appreciation (or depreciation) of stock investments, and other miscellaneous items, exhibited only slight growth over a ten-year period, growing an average of 5.8 percent a year, from \$162,828 in 1981 to \$257,801 in 1989. In 1990, they rose 8.3 percent to \$279,225, due mainly to an increase in the level of admissions and the book value of stock investments.

FIGURE 4
AVERAGE INCOME PER VISITOR FROM 1981 TO 1990



The Museum's total support and revenue income in 1990 was \$693,811. This amount included \$463,104 in cash receipts and appreciation of investments, and \$230,707 in non-cash receipts. Non-cash receipts included \$100,449 for the value of 13,698.5 hours of services contributed, recorded by 95 members, and \$130,258 in Contributions-in-Kind. In 1989, for comparison, 106 members contributed 14,566.5 hours of services with a value of \$101,787.

The Contributions-in-Kind, or value contributions, in 1990 included \$25,838 for the purchase and transport of collection items, \$29,920 in shares of ownership in Biddeford Station Inc., \$12,059 for track and line maintenance materials, \$23,965 for the conservation of the vehicle collection, \$8,792 for the disposition of PCB transformers, \$18,932 in miscellaneous materials and supplies, and \$10,752 for various capital equipment and expenditures. The breakdown of the \$463,104 in cash receipts, including the appreciation in the value of stock investments is de-

Balance Sheet

At December 31, 1990	1990			1989	
	Current Unrestricted	Current Restricted	Plant Fund	Total	Total
Current assets					
Cash and equivalents	\$ 756	\$16,676	\$ -	\$ 17,432	\$ 29,912
Short-term investments (note 2)	111,802	45,073	-	156,875	117,348
Accounts receivable	5,224	194	-	5,418	393
Interfund account	-	17,340	-	17,340	6,361
Inventories	39,953	-	-	39,953	35,511
Prepaid expenses	2,214	-	-	2,214	239
Total current assets	159,949	79,283	-	239,232	189,764
Other investment (note 2)	29,920	-	-	29,920	-
Fixed assets - net (note 3)	-	-	921,021	921,021	838,778
Total assets	\$189,869	\$79,283	\$921,021	\$1,190,173	\$1,028,542
Liabilities and fund balances					
Current liabilities					
Current portion of long-term debt	\$ -	\$ -	\$6,002	\$6,002	\$14,559
Note payable	-	1,000	-	1,000	6,433
Accounts payable & accrued expenses	24,098	12,279	-	36,377	49,448
Interfund account	17,340	-	-	17,340	6,361
Security deposit (note 3)	15,000	-	-	15,000	-
Deferred income	11,971	3,490	-	15,461	26,623
Total current liabilities	68,409	16,769	6,002	91,180	103,424
Long-term debt (note 4)	-	-	119,947	119,947	125,948
Total liabilities	\$68,409	\$16,769	\$125,949	\$211,127	\$229,372
Fund balances					
Plant fund	-	-	795,072	795,072	698,271
Restricted (note 6)	-	62,514	-	62,514	69,063
Unrestricted					
Designated by the Trustees (note 5)	94,997	-	-	94,997	41,777
Undesignated, avail. for general activities	26,463	-	-	26,463	(9,941)
Total fund balances	121,460	62,514	795,072	979,046	799,170
Total liabilities and fund balances	\$189,869	\$79,283	\$921,021	\$1,190,173	\$1,028,542

See accompanying notes to financial statements

picted in the pie-chart of Figure 2.

As shown in Figure 3, Museum public attendance had been slowly declining over the years, but it has been on the increase since 1988. Attendance increased by 13 percent from 1989 to 1990, from 31,751 to 35,935. Of these visitors, 33,085 represent general admissions, including individuals and tour groups, and 2,850 represent attendance at the two special events held in 1990. The Halloween *Ghost Trolley* event brought in 2,162 people and the *Christmas Prelude* event 688.

Museum admissions revenue generally paced the visitor count, dropping an average of 2.6 percent per year between 1981 and 1985. However, in 1988 the trend was re-

versed. A modest increase in attendance and a small admission rate hike resulted in a 14 percent increase in that year. Admissions have generally increased since, exhibiting an average growth rate of 13.9 percent. A further admission rate adjustment combined with an attendance increase in 1989 substantially raised admissions revenue to a new high of \$121,113, but in 1990 it was even higher, at \$135,221, an 11.6 percent increase over 1989.

Revenue from Auxiliary Operations, which includes Museum Store on-premise and mail order sales, has fluctuated over the years, but on average has grown 7 percent annually between 1981 and 1990. In 1989, Museum Store sales produced \$100,062 in revenues, the highest in the

Schedule 1: Statement of Support, Revenue and Expenses and Changes in Fund Balances

For the years ended December 31	1990			1989	
	Current Unrestricted	Current Restricted	Plant Fund	Total	Total
Support and revenue					
Contributions and bequests (note 1)	\$12,932	\$122,452	\$ -	\$135,384	\$135,764
Contributions-in-kind (note 1)	99,163	26,637	4,458	130,258	232,794
Contributed services (note 1)	99,294	-	1,155	100,449	101,787
Membership dues	19,759	-	-	19,759	16,225
Admissions	135,221	-	-	135,221	121,113
Investment income	10,572	53	-	10,625	9,742
Realized gain (loss) on investments	-	-	-	-	(77)
Unrealized gain (loss) on investments	2,679	202	-	2,881	(3,241)
Miscellaneous	10,329	400	-	10,729	13,977
Revenue from auxiliary operation	100,010	-	-	100,010	100,062
Grant (note 8)	-	48,495	-	48,495	8,014
Total support and revenue	<u>\$489,959</u>	<u>\$198,239</u>	<u>\$5,613</u>	<u>\$693,811</u>	<u>\$736,160</u>
Expenses (note 1)					
Program expenses					
Curatorial and exhibits	171,773	86,536	16,056	274,365	372,763
Support expenses					
Membership	14,033	-	980	15,013	29,273
General and administrative	147,745	-	5,999	153,744	132,039
Fund raising	3,143	123	-	3,266	25,223
Total support expenses	164,921	123	6,979	172,023	186,535
Auxiliary operation	62,098	210	6,009	68,317	91,327
Total expenses	<u>\$398,792</u>	<u>\$ 86,869</u>	<u>\$ 29,044</u>	<u>\$514,705</u>	<u>\$650,625</u>
Excess (deficit) of support and revenue over (under) expenses	<u>\$ 91,167</u>	<u>\$111,370</u>	<u>(\$23,431)</u>	<u>\$179,106</u>	<u>\$ 85,535</u>
Fund balances - beginning of year	\$ 31,836	\$ 69,063	\$698,271	\$799,170	\$713,635
Expenditures for					
Property and equipment	(10,615)	(95,047)	105,662	-	-
Retirement of debt	-	(14,559)	14,559	-	-
Other	9,072	(8,313)	11	770	-
Fund balances - end of year	<u>\$121,460</u>	<u>\$ 62,514</u>	<u>\$795,072</u>	<u>\$979,046</u>	<u>\$799,170</u>

See accompanying notes to financial statements

Museum's history. This performance was repeated in 1990 where \$100,010 was received.

Total income from public operations, which specifically includes admissions, on-premise store sales, farebox contributions, and other miscellaneous visitor related income grew substantially, by 6.3 percent over the past ten years, from \$136,707 in 1982 to \$239,462 in 1990.

The average income received per Museum visitor has increased steadily over the last ten years as shown in Figure 4. In 1981, visitors spent \$3.89 at the Museum on the average, including \$2.31 in admissions, \$1.48 in Museum

Store sales, and \$0.10 in farebox contributions and miscellaneous income. Eight years later, in 1989, the average had increased to \$6.99. However, in 1990 the average dropped off by 6.5 percent from 1989. In 1990 the averages were \$3.76 for admissions, \$2.66 for store sales, and \$0.12 in farebox contributions and other miscellaneous income, for an average per-visitor income of \$6.54. Much of this decline in the average income per visitor can be attributed to the Halloween *Ghost Trolley* event, where a generally lower admission rate and relatively few store sales was experienced. If one neglects the effect of the special event

Statement of Cash Flows - Unrestricted Fund

For the year ended December 31	1990	1991
Cash flows from operating activities		
Excess (deficit) of support and revenue over (under) expenses	\$91,167	\$(6,407)
Adjustments to reconcile excess (deficit) of support and revenue over expenses to net cash provided by operating activities		
Unrealized (gain) loss on investments	(2,679)	2,950
Non-cash contribution	(29,920)	
Changes in assets and liabilities		
Accounts receivable	(4,831)	1,821
Inventories	(4,442)	5,519
Prepaid expenses	(1,975)	4,183
Accounts payable & accrued expenses	(10,070)	(8,208)
Security deposit	15,000	-
Deferred income	7,344	2,917
Net cash provided by operating activ.	59,584	2,775
Cash flows from investing activities		
Short-term investments	(69,082)	3,824
Capital expenditures	(10,615)	(13,433)
Net cash used by investing activities	(79,697)	(9,609)
Cash flows from financing activities		
Amount received from other funds	20,051	6,309
Repayment of long-term debt	-	(3,916)
Net cash provided by financing	20,051	2,393
Decrease in cash	(62)	(4,441)
Cash, beginning of year	818	5,259
Cash, end of year	\$ 756	\$ 818

Supplemental disclosure of cash flow information

Interest paid	\$12,337	\$9,545
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See accompanying notes to financial statements

revenues and calculated the averages based on general admissions only, the average would be \$6.96, comparable to 1989.

Functional expenses in 1990 totaled \$514,705, which included \$260,567 in direct cash expenses and \$225,094 in contributed materials and services, all used for operation of the Museum, plus \$29,044 in depreciation of plant and fixed assets. Similar expenses of \$650,625 were incurred in 1989 and \$375,907 in 1988. These expenses are further detailed in the Statement of Functional Expenses.

Additions to fixed assets in 1990 totaled \$111,275. These included \$754 in various land improvements, \$84,679 for building construction and improvements, \$18,563 for miscellaneous machinery and equipment, and \$7,279 for track construction for extending the Main Line. These additions were financed through \$19,966 in contributed materials and services and \$91,309 in net cash expenditures from the Unrestricted and Restricted Funds.

In 1990, \$14,559 was expended for the retirement of debt, which comprised \$5,599 in principal payments for the remainder of the mortgage on the construction of the

Visitors Center, plus an adjustment of \$708, and \$8,252 in payments on loans from the membership for purchase of the Butler Land adjacent to the Museum.

The Unrestricted Fund balance was \$121,460 at year end 1990. This balance includes \$94,997 in funds designated by the Board of Trustees for specific purposes, leaving \$26,463 available in undesignated funds. The year end Restricted Fund balance was \$62,514, representing funds donated for specific purposes and programs. The Plant Fund balance was \$795,072, which represents the net value of \$921,021 for Museum fixed assets, including property, buildings, and capital equipment, less the outstanding debt of \$125,949 for the remaining loans payable to members for purchase of the Butler Land.

Notes to Financial Statements

1. Summary of significant accounting policies

The New England Electric Railway Historical Society, Inc. (the Society), the owner and operator of the Seashore Trolley Museum in Kennebunkport, Maine, is a nonprofit educational organization 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 relate to future years are recorded as deferred income. 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 \$100,449 and \$101,787 in 1990 and 1989, respectively. Of such amount, \$1,155 (\$10,363 in 1989) was capitalized and the remainder recorded in the statement of support, revenue and expenses and changes in fund balances as sup-

Statement of Functional Expenses

For the years ended December 31	1990							1989	
	Program		Supporting Expenses				Total Expense		Total Expense
	Curatorial & Exhibits	Member ship	G&A	Fund Raising	Total	Auxiliary Operation			
Salaries	\$38,406	\$ -	\$25,523	\$ -	\$25,523	\$ 7,314	\$ 71,243	\$ 74,628	
Employee benefits	2,985	-	7,748	-	7,748	-	10,733	6,272	
Payroll taxes	3,689	-	2,359	-	2,359	677	6,725	6,779	
Total salaries & related exp.	<u>45,080</u>	<u>-</u>	<u>35,630</u>	<u>-</u>	<u>35,630</u>	<u>7,991</u>	<u>88,701</u>	<u>87,679</u>	
Contributed services	67,633	1,194	28,826	597	30,617	1,044	99,294	91,424	
Professional services	-	-	10,423	1,325	11,748	-	11,748	24,354	
Utilities	17,624	956	6,785	-	7,741	897	26,262	26,044	
Postage and shipping	327	1,849	2,305	275	4,429	946	5,702	6,526	
Printing and publications	1,950	6,207	1,563	-	7,770	-	9,720	9,410	
Conservation and maintenance	68,484	-	21,353	-	21,353	-	89,837	53,995	
Taxes and fees	-	-	1,044	-	1,044	1,062	2,106	3,047	
Insurance	9,049	-	5,015	-	5,015	859	14,923	14,188	
Advertising and public relations	-	-	13,302	-	13,302	-	13,302	7,403	
Travel	333	-	5,517	-	5,517	-	5,850	9,278	
Membership fees	150	-	1,288	-	1,288	90	1,528	1,598	
Equipment rental	26,701	-	232	-	232	-	26,933	56,952	
Supplies	4,441	957	5,368	1,069	7,394	1,711	13,546	13,732	
Interest	3,033	-	9,094	-	9,094	210	12,337	9,545	
Miscellaneous	13,504	2,870	-	-	2,870	-	16,374	11,040	
Cost of goods sold	-	-	-	-	-	47,498	47,498	69,381	
Purchase of collection items	-	-	-	-	-	-	-	129,100	
Total exp. before deprec.	<u>258,309</u>	<u>14,033</u>	<u>147,745</u>	<u>3,266</u>	<u>165,044</u>	<u>62,308</u>	<u>485,661</u>	<u>624,696</u>	
Depreciation	16,056	980	5,999	-	6,979	6,009	29,044	25,929	
Total expenses	<u>\$274,365</u>	<u>\$15,013</u>	<u>\$153,744</u>	<u>\$3,266</u>	<u>\$172,023</u>	<u>\$68,317</u>	<u>\$514,705</u>	<u>\$650,625</u>	

port 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 \$4,458 (\$16,789 in 1989) which was capitalized and the remainder charged to functional expenses, including approximately \$130,000 in collection items shown under program expenses in 1989.

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 five 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 and operating funds 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. Investments

Short-term investments, carried at market value, consisted of the following at December 31, 1990:

Investments	Unrestricted	Restricted
Cash equivalents	\$ 90,240	\$43,814
Common stock	21,562	1,259
	<u>\$111,802</u>	<u>\$45,073</u>

Other investment of \$29,920 represents a minority interest in a closely-held corporation. Such interest was received and recorded as unrestricted income in 1990 at an amount based on a valuation obtained by the donor.

3. Fixed assets

Fixed assets consisted of the following at December 31, 1990:

Fixed assets	Cost	Accumulated Depreciation	Net
Land	\$199,180	\$ -	\$199,180
Land improvements	44,150	24,560	19,590
Building and improvements	552,984	131,366	421,618
Track and wire	192,276	68,097	124,179
Machinery and equipment	159,011	113,323	45,688
Construction-in-progress	110,766	-	110,766
	\$1,258,367	\$337,346	\$921,021

Depreciation expense was \$29,044 and \$25,929 in 1990 and 1989 respectively.

During 1990, certain overhead wire parts were loaned to a public transit authority for a one-year period. In connection with this transaction, the Society received a refundable security deposit of \$15,000.

4. Long-term debt

Long-term debt consisted of the following at December 31, 1990:

Long term debt	1990
Notes payable to various members, with interest at 7%, payable in quarterly principal and interest installments totalling \$3,666 through 2004	\$125,949
Less current portion	6,002
	\$119,947

Aggregate maturities of long-term debt are as follows at December 31, 1990:

1991	\$6,002
1992	6,433
1993	6,895
1994	7,391
1995	7,922

5. Designation of unrestricted funds

At December 31, 1990, unrestricted funds had been designated by the Board of Trustees for the following purposes:

Board restricted funds	1990
Conservation of collections	\$16,419
Museum development	9,843
Purchase & development of exhibits and displays	15,346
Endowment fund	50,233
Miscellaneous	3,156
	\$94,997

6. Restricted funds

At December 31, 1990, restricted funds consisted of the following:

Restricted funds	1990
Conservation of collections	\$96,364
Museum development	(33,073)
Purchase & development of exhibits and displays	(4,705)
Miscellaneous	3,928
	\$62,514

Individual restricted funds with deficit balances aggregated \$66,549, including \$57,058 for the acquisition and moving of the Northampton Station. Future contributions have been pledged, or fund raising campaigns planned, to eliminate these deficits.

7. 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 take certain actions to dispose of and replace the transformers. Total costs related to the matter at the time were estimated at \$25,000 and, such amount was accrued and charged to unrestricted operations in 1988. Of such amount, approximately \$5,900 was unpaid at December 31, 1990.

8. Grant

During 1989 and 1990, the Society received a \$30,000 grant each year for the renovation and expansion of its Museum workshop facility, of which \$56,510 was expended (\$48,495 and \$8,015 in 1990 and 1989, respectively). The grantor, a private foundation, has indicated an intention to make a similar \$30,000 grant in 1991.

9. Subsequent Event

In April 1991, the Society purchased real estate adjacent to its existing property for approximately \$20,000. Such purchase was financed primarily by contributions and loans from Society members, with the loans bearing interest at 7% and payable over fifteen years.

Auditor's Letter

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, 1990 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, 1990 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 and, in our opinion, is fairly stated in all material respects in relation to the basic financial statements taken as a whole.

700 Maine Savings Plaza
Portland, Maine 04104-3495
June 21, 1991

Ernst + Young

Right Top: Oshawa Baldwin Westinghouse locomotive 300 and a hopper car spread the crushed rock ballast.

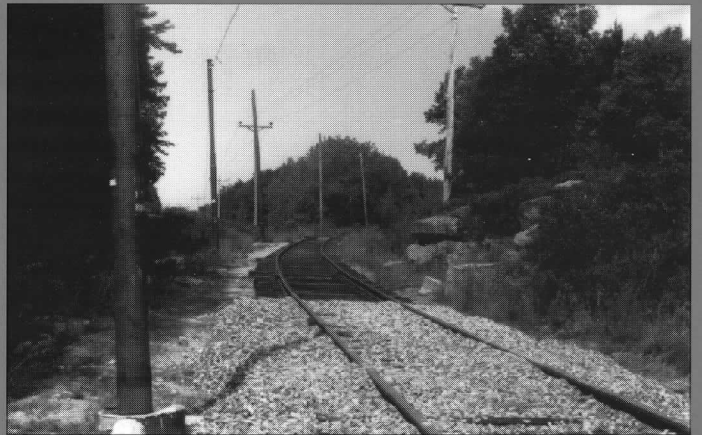
Second from top: The Museum's multiple tamper is used as crews jack, level, and tamp the newly ballasted track.

Third from top: The track extending around the curve awaits overhead wire and ballast.

Bottom: Crews check final alignment by eye. The success of this extra care is evident in the very smooth track.

D. Anderson photos

Main Line Highlights





Top: Two Boston area vehicles which benefited from volunteer efforts in 1990 — Middlesex & Boston Street Railway 1948 ACF-Brill bus 192 and Boston Elevated Railway 1940 Pullman-Standard PCC 3019, both in the Museum's Central Barn. *D. Black photo*

Bottom: New York IND subway car 1440, acquired in 1990, is shown at 57th Street Station running as part of the New York City Transit Authority's Nostalgia Special in 1977. *D. Cohen photo*