

Over 50 Years of Historic Preservation



# New England Electric Railway Historical Society

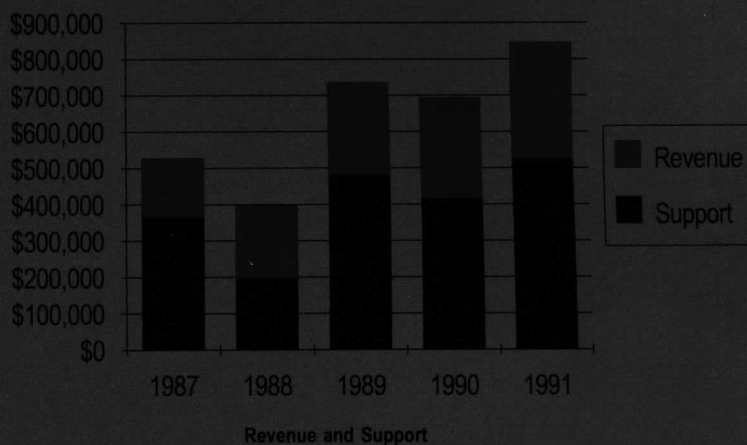
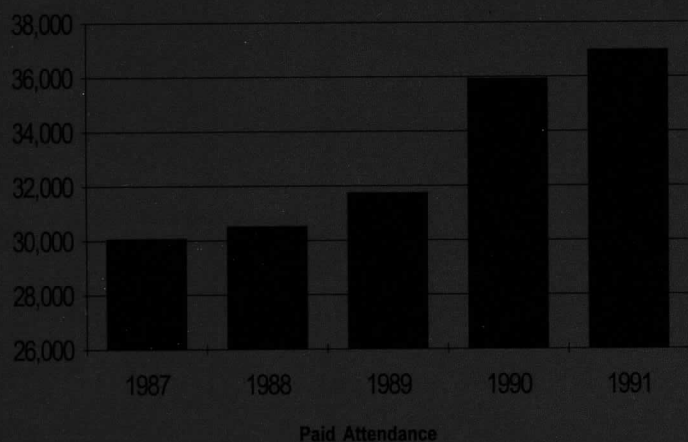
## 1991 Annual Report



# New England Electric Railway Historical Society

Founded in 1939 by Theodore F. Santarelli de Brasch

## Financial Highlights



## Front Cover

**Top:** On Boston's Castle Island, the container carrying Budapest Földalatti No. 18 swings onto a trailer to carry the car to Maine. The Museum's 18 year quest to add one of these pioneering cars to its collection was coming to a successful conclusion.  
*J. Schantz*

**Bottom:** Seashore's Denver Birney No. 1 poses as a Lansing, Michigan car during filming of Spike Lee's movie about civil rights leader Malcolm X. The shooting took place on a chilly December evening in Brooklyn.  
*courtesy of Warner Bros., Inc.*

## Contents

Letter to Members	1
Publicity and Special Events	10
Budapest Földalatti No. 18	12
Vehicle Conservation	14
Volunteer Conservation	17
Library Report	25
Exhibit Acquisitions	26
Museum Store Report	29
North Terminal Report	29
Corporate Information	30
Trustees and Officers	30
Financial Report	32

## 1991 Annual Report

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## Letter to Members

In 1991, New England was gripped by the worst recession in years, but the Seashore Trolley Museum experienced a year of remarkable growth. As it celebrated the 50th anniversary of its incorporation, the Museum marked a fourth consecutive year of growing visitor attendance and income, the product of diligent publicity, carefully planned special events, and countless hours of dedicated effort. Seashore visitor attendance grew by nearly 8 percent, and the total of unrestricted support, services, and income grew to the highest level in the Museum's history.

As well, the volunteer spirit among the Museum's active membership was at a peak. Members of long standing often commented that the sense of cooperation and excitement was the best they had noted in their two or three decades of museum activity. A particularly bright spot is the growing cadre of new, young members. Some are second or even third generation Seashore volunteers, but many others are completely new recruits, drawn by the programs and opportunities offered at Seashore. As over 30 years have passed since Americans could experience traditional streetcars in operation in most cities, the issue of drawing younger members without direct memories has long been a concern among museums such as Seashore. However, as the total number of members passed 1200 for the first time in 1991, Seashore's current performance is most encouraging.

**Supplementing the younger members** are other new active members of all ages, some drawn to operations, others to restoration, and still others to administration. All contribute to the sense of progress that pervades the organization.

The expansion of heated and insulated

work areas in the shop has made the Museum truly a year-round facility. The attendance at the February 1991 Trustees meeting — nearly 35 — is dramatic evidence of the off-season vitality and the great interest of members in management of the organization. A comparable winter weekend 15 years earlier might have found only two or three hardy souls struggling in the snow-covered and forbidding surroundings. The continued generous donations from Seashore members, aided by some greatly appreciated foundation grants, keep the shop program alive, now supporting a full-time staff of a half-dozen employees.

ees, John G. Smith, who owned the land, asked the very reasonable price of \$20,000. The Society again offered its members 15 year unsecured notes at 7.5 percent to finance the purchase. The same offer made two years earlier raised \$160,000 to purchase the 17-acre road-frontage parcel to the west of the entrance.

**With these two parcels in hand and** with funding campaigns underway or planned for a new library and new carbarns, the need for an updated Museum master plan became clear. The Society's leadership took steps to initiate



**In 1991 the Museum completed successfully** its second major land acquisition in recent years, once again financed completely by donations and long-term loans from Museum members and friends. This latest parcel comprises 13 acres immediately to the east of the Museum entrance road and parking area, and completely surrounding the boat yard adjacent to the entrance. Former Chairman of the Board of Trust-

*The center of the Museum on a busy day. Three open cars await passengers from a bus tour, while other cars stand ready on the loop and in South Boston yard to the left.*  
C. Woolnough

such a planning program in 1991 and to ensure that it would have the broadest possible support among the Museum's members.

As an initial step, the organization scheduled its first-ever formal all-day planning



◀ The center of the Museum features the harmonious roof lines of Northampton Station, visible between the trees on the left, Tower C at the extreme right, and the Visitors Center in between. J. Schantz

session for a Saturday in March. Professionally facilitated by Mark Smith, publisher of the acclaimed periodical *Locomotive and Railway Preservation*, the session drew some 50 members who developed conceptual sketches for property development and listed priorities for interpreting Seashore's collection to the public. The participants left amazed at the similarity of the basic concepts proposed and flush with a sense of accomplishment.

**With this success, the Board established a Long Range Planning Committee** to develop the ideas more fully. Headed by the Society's Chairman, and composed of many active members and Trustees, the Committee was able to secure the volunteer participation of some highly skilled professionals, including the principal of Larrabee Associates

Architects Inc. of Cambridge, a track engineer from T.K. Dyer of Lexington, Mass., and a soils engineer from Haley and Aldrich of Portland. The Society thanks all of these participants for their invaluable assistance.

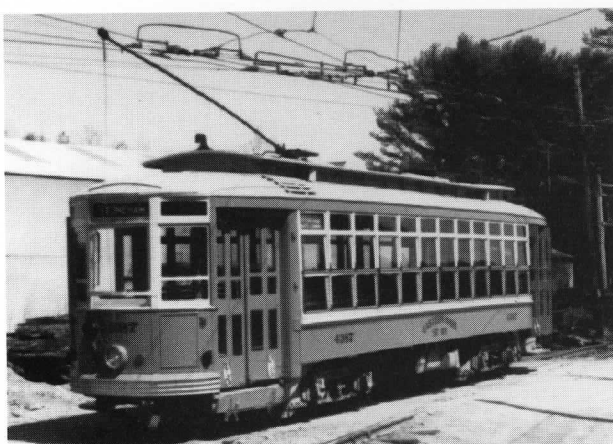
The Committee attacked its work on two fronts: first, some short to medium term activities that needed coordination and, second, the ultimate goal of master planning for the site. The latter would form the nucleus for a capital campaign to implement the plan.

**In the short to medium term category,** plans to pave the Museum's entrance road were implemented with financial support from members plus from the Society's Public Facilities Fund. Also included was detailed planning for the next large car barn to be built north of

Fairview Barn near the Shop crossing, on a site that, unfortunately, suffers from very challenging soil conditions. As well, the committee began planning for a large, all-weather accessible materials yard, to be placed north of the Shop, to enable unloading parts and material out of the public view. It also helped review plans for expansion of the Shop.

**To assist all of these efforts the Committee** commissioned an aerial survey of Seashore property covering Society holdings from the front entrance to Talbott Park. The survey will result in a detailed, computer-generated topographical map of the land, an essential component of any serious development planning.

The group also opened discussions with the Wells Auto Museum, currently located on U.S. Route 1 in that neighboring town. The Wells museum has an outstanding collection of automobiles, covering the same era as Seashore's collection, but currently housed in cramped quarters. The purpose of the discussions is to determine if a larger auto museum facility located within Seashore's developed site would, through synergy, work to the benefit of both organizations.



Two views of Eastern Massachusetts Street Railway No. 4387, a recent product of Seashore's shop. Left: Passing Riverside Barn. Right: A crew member explains the car's history to passengers. J. Schantz/D. Black



Construction crews pave the main parking area adjacent to the Visitors Center. D. Black

The Committee also consulted with the Town Planning Officers for both Arundel and Kennebunkport, as Seashore's main site straddles the towns' common boundary. Both were very helpful and promised to sponsor a joint meeting of both towns' planning committees to review the completed master plan.

By year end, Seashore's Committee was developing three or four conceptual site plans to serve as the basis of discussion at Winterthink II in March 1992, in anticipation of presenting final plans to the membership and potential donors later in that year.

**A continued thrust in recent years has** been to improve the Museum's appearance and presentation to the public. This year was particularly active in that respect. As part of the road-paving project the front of the property received considerable attention. Crews narrowed the former divided entrance to one road and planted the remaining area with grass. They also extended lawns along both the main and service entrances at the front of the property, improving previously unsightly areas.

At the center of the property, the grass adjacent to South Boston barn was widened, flower beds in front of the Library made larger, and a landscaped island between the two structures is under construction.

A dedicated group of volunteers continued developing public exhibits in the Visitors Center orientation room, including enlarged and captioned photos, an improved theater area for orientation videos, and display cabinets with relevant artifacts and models. A centerpiece of the exhibit is the front end of Providence (R.I.) and Burrillville No. 1703, donated by Jean Ford and moved

to the Museum by volunteers in mid-Winter. It is currently undergoing restoration to provide a place for younger visitors to try their hands at trolley controls.

Also in the Visitors Center, the Museum Store and the Trolley Dog snack stand received improvements. An enthusiastic crew of volunteers finished installing wall board in both facilities. A combination of the shop crew and volunteers added a new, period tin ceiling in the Trolley Dog, along with new doors and sink facilities. Operating the stand as a volunteer throughout the long operating season was one of the Society's Trustees. His offering made refreshments and sandwiches available to visitors and members alike, all of whom were most grateful for the service.

**The Museum Store, staffed by a hard** working group of volunteers plus seasonal employees, logged record sales again in 1991, exceeding \$110,000 in sales for the first time, benefiting from the improved facilities and careful selection of stock.

Completion of the second phase of rehabilitation of the Museum's AC power distribution system also helped Visitors Center operations. The temporary service feeding power to the building since construction had been taxed to capacity by growth of operations in the building. Late in the year, Society employees commissioned a permanent underground replacement supply, which also serves the Northampton Station site to support its restoration and development.

For the second straight year, Central Maine Power greatly aided completion of this project with the donation of three

transformers. Our thanks to Central Maine Power and their engineers Harry Percival and Cal Libby who arranged the donation and provided much needed expertise.

**In Highwood, Seashore's primary** display barn, volunteers rearranged the exhibit presentation and installed new lighting. Other improvements carried out by volunteers included repaired and repainted doors and stairs. As well, new interpretive displays describe the history of the Museum's two artifacts from



Upper: The finished parking lot as seen from Tower C.  
Lower: The reconfigured entrance from Log Cabin Road.

J. Schantz







Boston's elevated, Northampton Station and Tower C.

A major component of 1991's success was the publicity and special events campaign run throughout the year by the Museum Director, the Publicity Manager, and a team of energetic volunteers. Key events included the fiftieth anniversary of the Society's incorporation, the second annual visit of Vidbel's Old Tyme Circus, and the second *Ghost Trolley* Halloween event. A full report of the program is on page 10.

**The anniversary celebration, dubbed "50+2,"** marked the completion of a two year observance of the Museum's founding. In 1989 it began by honoring 50 years since the 1939 acquisition of Biddeford & Saco No. 31 — the act that began the private rail preservation movement worldwide. In 1991 the event commemorated was the 1941 incorpora-

◀ *Before and after shots at the passenger platform:*  
*Upper: Crews extend paving to the rail and the brick platform, as Dallas No. 434 awaits a shuttle run in the background. D. Black*  
*Lower: Boston White No. 1508 and New Orleans No. 966 pose on the completed pavement. J. Schantz*

tion of the organization as the New England Electric Railway Historical Society. (The two year gap between founding and incorporation arose as Museum founders could not afford the reported \$15.00 incorporation fee, a hefty sum at the time. When they learned in 1941 that the fee was only \$1.00, they promptly filed papers with the State.)

Publicity for the anniversary included letters to over 300 newspapers and other media outlets, plus local television coverage seen as far away as California,

and national coverage on CNN and NBC. The highlight was a lengthy mention by Willard Scott on NBC's *Today Show*. On August 19, a crowd of visitors and members celebrated the anniversary as New Orleans Day, honoring newly restored New Orleans No. 966 with a trolley parade, a Jazz band, and Cajun food.

**A congratulatory letter was sent by** President Bush from nearby Walker's Point. The President's vacation schedule was reported to include a likely visit to Seashore the following week, a possibility not realized when the Moscow coup took the President back to Washington. Nonetheless over 1300 visitors and guests attended on what by any measure was a very successful weekend.

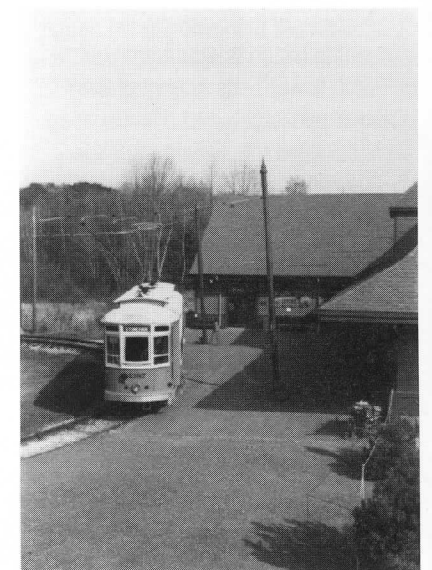
In preparation for these events, the Museum was most fortunate to benefit from valuable insights from the nation-

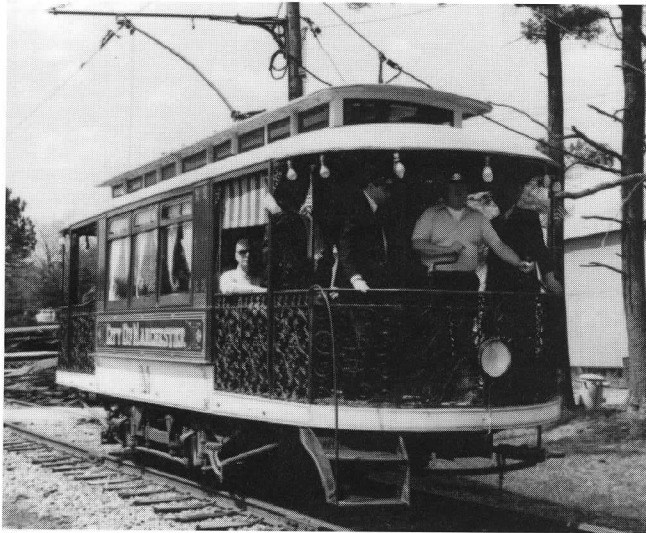
ally recognized market research firm Davidson-Peterson of York Beach. On a *pro bono* basis the firm's principals have donated many hours of time providing recommendations drawn from their extensive experience serving businesses dependent on tourist dollars. Our thanks to Davidson-Peterson for this generous help.

**Hand-in-hand with the increased** publicity efforts has been a concentrated effort on the part of the Museum Director and other local members to strengthen our relations with the neighboring communities. Regular participation in Rotary (including co-sponsorship of the circus), participation in groups promoting regional tourism, links with other area museums, and frequent slide presentations to area schools and groups are key components of this activity.

We have also benefited from supportive relations with local media outlets. The three area newspapers, the *York County*

*The new platform with Eastern Mass. No. 4387 from Tower C. J. Schantz*





▲  
The above views of the City of Manchester show a striking similarity, though nine decades separate them. Left: A contemporary group rides the fully restored car at Seashore. Right: A smartly dressed party enjoys an outing in turn of the century New Hampshire.  
D. Black/Museum collection

Coast Star, the Journal Tribune, and the Portland Press-Herald plus the Tourist News have all provided welcome coverage of Seashore events, as have the radio and television stations in Portland and other nearby markets. Seashore is indebted to our friends at all of these media outlets for their helpful coverage.

A highlight of the year's events was Friday, July 12, when the Newcomen Society of the United States made Seashore its 1992 Maine honoree. As illustrated on page 9, the prestigious society, named after pioneering British engineer Thomas Newcomen, held its Maine annual meeting at Seashore. More than 140 members and guests enjoyed cocktails on the Visitors Center platform, followed by a box lunch and a ride on the three Connecticut opens, then brief addresses by Newcomen and Seashore leaders. The Museum thanks the Newcomen Society for this distinct honor.

As always in 1991, the Museum's membership offered financial support to a wide range of projects — exhibit acquisition, restoration, the Library, and Museum development. The annual total, \$116,000 in cash plus \$282,000 in contributed services enabled Seashore's continued operation and growth. The

Museum extends its deepest thanks to all members of its family who contributed such outstanding support.

This year also saw major progress in broadening the base of funding beyond our loyal membership. For the first time the Board appointed a Director of Development, a Trustee who is a resident of New York City and whose professional activities bring him in regular contact with potential sources of funding.

▼  
Philadelphia & West Chester No. 62 approaches the double-slip switch in the platform area newly paved with crushed rock.  
J. Schantz



As development activities shifted into high gear, there were a number of most notable successes. The Casey Albert T. O'Neil Foundation of St. Paul, Minnesota, has been Seashore's largest outside donor in recent years, having pledged nearly \$100,000 over three years to development of Town House Shop. In 1991, the Museum was most grateful to learn that the Foundation will continue annual gifts of \$35,000 indefinitely, enabling constant evolution of this crucial Museum facility.

Also during the year, the United Parcel Service announced three-year grant to the Museum totaling \$90,000. Little known is the fact that company traces its roots to trolleys, as their first carriers distributed parcels by riding Seattle trolleys. At year end, the Museum's Board was considering how best to use this grant to help vital programs.

The Gomaco Trolley Company of Ida Grove, Iowa, whose excellent replica trolleys are now running in Lowell, Massachusetts and Portland, Oregon gave \$5,000 to Seashore in recognition of the technical assistance our Museum provided to development of the Lowell cars, one of the final projects of our late President and Founder, Ted Santarelli. The Board voted to devote these funds to

restoration of Bay State/Eastern Mass. No. 4175, the car that served as the prototype for the third Lowell car. Seashore has had discussions with Gomaco about possible future royalty arrangements for reproduction of other cars in its collection, in the event that the trolley replica market continues to develop.

**Also in 1991, the Sutherland Dows Foundation of Cedar Rapids, Iowa,**



▲  
Construction of Talbott Park began in 1991:  
Upper: The main line reached the park site.  
Lower: Initial clearing for the loop. J. Schantz

continued its payments toward the endowment of Cedar Rapids and Iowa City interurban No. 118, the first car in the collection to benefit from a specific endowment.

Tilcon, Inc., of New Britain, Connecticut

made its second donation of 1200 tons of crushed rock ballast, an essential component of track construction. This gift, with a retail value of some \$15,000, gives a major boost to construction of the turning loop at Talbott Park.

Seashore extends its heartfelt thanks to all of these organizations for providing crucial support to the Museum's preservation goals. We consider ourselves very fortunate to count such outstanding organizations among our backers.

Many other efforts in the fundraising area continue. Some concentrated time in Washington, D.C., by the Director of Development led to a much fuller understanding of potential support from Federal agencies, in particular the National

Endowment for the Arts, the National Endowment for the Humanities, plus the Institute of Museum Services. On the basis of this knowledge, Seashore subsequently filed a comprehensive grant application to the National Endowment for the Humanities for a fire prevention and communications system for the Museum.

**As well, the Museum's Finance Committee** prepared and submitted grant applications to the General Operating Support and the Conservation programs of the Institute of Museum Services.

Funding efforts continued for the Museum's largest artifact, the 100-ton Northampton Station from Boston's Orange Line elevated railway, which arrived at Seashore in 1990. Volunteers

prepared and filed applications to a total of nine foundations and corporations to cover the moving and first phase restoration costs.

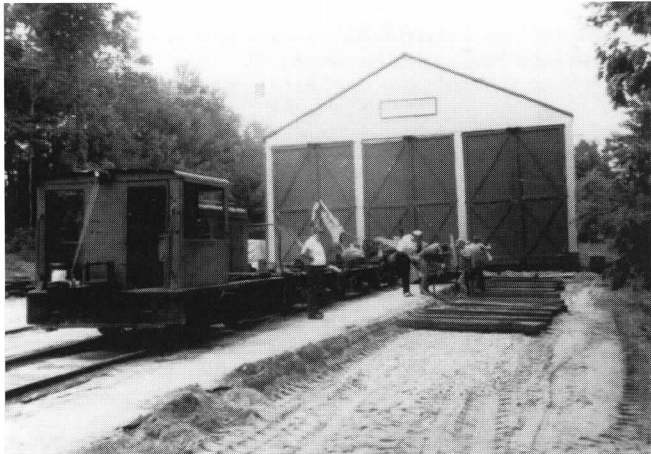
As grant review cycles are typically long, the Society awaited word on these applications at year end.

In 1991, Seashore marked the retirement after more than a half-century's service of one its most senior members, Henry Bowen Brainerd, from the positions of President and Member Trustee. A testimonial dinner at the Members' Day weekend honored Mr. Brainerd. The Board established a fund in his honor to benefit, per his request, Seashore's Library. Numerous gifts have been received by the fund, including a generous \$5,000 donation from the Paul and Edith Babson Foundation of Boston.

**Fortunately Mr. Brainerd is continuing** his service to Seashore as a Public Trustee and as President Emeritus. Most recently he spearheaded the recognition of Frank Sprague's electrification of the Richmond, Virginia, Union Passenger Railway as an International Engineering Milestone by the prestigious Institute of Electrical and Electronic Engineers (IEEE). In recognizing the world's first practical electric streetcar system, the IEEE bestowed what was only the fifth such award in its history, and only the second in this country. The Museum hopes in the future to restore its recently acquired Richmond streetcar, No. 194, to commemorate this historic system.

Seashore remains in 1992 the only museum of its type fully accredited by the American Association of Museums (AAM). As reported a year ago, in 1990 the Society, under the aegis of its Finance Committee, started the major task of preparing self-study materials for





◀ The Museum's track crew began rebuilding of Highwood yard in 1991. After roadbed excavation, new ties are laid for track three. B. Austin

its first accreditation renewal review.

In early 1991, the Committee forwarded the several volume set of questionnaires, documentation, photographs, and policies to the AAM in Washington. Late in the year Seashore received a list of potential on-site reviewers, all museum professionals from accredited institutions. From this list the Museum selected candidates whom the AAM will contact to form a visiting committee to come to Seashore during the 1992 operating season to review progress and rule on renewal of accreditation status.

**The vitally important areas of training and safety** continued to receive attention in 1991. The Operations Training and Safety Committee expanded and strengthened its formal certification of the volunteers who operate streetcars for the public, including preparing a major revision of the operating rule book for publication in early 1992. For the first time, the training extended beyond the fundamentals of safety into the realm of guide training — improving the skills of our members to interpret our collection to visitors.

As Seashore's operations grow, so does the activity in its office. Now staffed essentially full-time, year-round, it is drawing increasingly on modern technology to improve productivity. The office currently has three personal computers being used for word processing, mainte-

nance of membership and corporate records, plus preparation of financial reports. Even with three machines the demand is so strong for computer time that there are frequently members waiting to use one of the machines.

Joining in the technological revolution, the Museum Library currently houses two computers in use to develop an electronic catalog of its collections. As well, desktop publishing technology is being used to a growing extent in Museum publications. Volunteers produce this annual report completely by means of desktop publishing technology, including text, halftones, and line art, resulting in computer-generated negatives delivered to the printers for final production. Three of Seashore's computers were generously donated by members in 1991, for which the Society is most thankful. The Museum solicits donation of more serviceable office equipment to support its growing administrative needs.

**As detailed in the Exhibit Acquisition** report on page 26, 1991 was another important year for development of Seashore's national and international collection. Most noteworthy was the arrival of one of the world's first electric subway cars, Budapest Földalatti No. 18 of 1896, a remarkable find 95 years after it entered service.

Also two of Philadelphia's famed Bullet cars fulfilled a long-time goal of representing this final step in evolution of the American interurban car. From Boston came a pair of 01100 rapid transit cars, which spent their entire service lives running through Seashore's Northamp-

ton Station, along with a second Picture Window PCC, and several work cars from the rapid transit lines in that city.

Significant representation of other regions comes with Harrisburg (PA) No. 811 and Waterville (ME) No. 60.

**In the Museum's shop, both the facility and the projects** underway inside made substantial progress. As mentioned earlier, the Casey Albert T. O'Neil Foundation grants continued to enable fitting out the expanded second floor and a new all-weather heating system.

The long-term restoration of Cleveland No. 1227, Twin Cities No. 1267, and Bay State No. 4175 all progressed steadily throughout the year. As well, the long-underway project of rebuilding Wheeling (West Virginia) No. 39 came back to life late in the year.

The Society's energetic Bus Curatorial Department turned out two freshly painted exhibits, Boston White No. 1508, and Brantford (Ontario) GMC No. 627.

The very strong visitor and member interest in the June arrival of Budapest

▼ New storage tracks built in 1991 included one between Fairview and Central Barns. J. Schantz





Földalatti No. 18 spurred a group of volunteers to begin conservation immediately enabling the car to join the Highwood exhibits by season's end.

A full report on these activities and the many others carried out during the year appears in the Conservation and Volunteer Conservation reports on pages 14 and 17 respectively.

**Seashore's track construction forces** divided their time in 1991 between new construction and the ever growing task of maintenance of the existing track. Two important maintenance tasks were the partial reconstruction of the High-

*A new display board tells the story of the 90 mile journey of Northampton Station from Boston to Kennebunkport.* J. Schantz



◀ *Volunteers spent considerable time in 1991 improving exhibits in the Visitors Center orientation room, including an enclosed video theater to the right and the restored end of Providence and Burrillville No. 1703.* B. Austin

wood Yard, which had suffered in recent years from deterioration of ties and inadequate drainage, plus completing reconstruction of the track at Arundel Station. The latter project had as a goal both upgrading the worn track and improving the appearance and safety of the

paths where visitors walk. Much of the track, including the double slip switch is now filled to the rail head with crushed stone.

**In the area of new construction, crews** ballasted the final parts of 1990's main line extension, allowing passenger cars to operate around the curve near Talbott Park. Of great significance, members began initial grading for Talbott Park Loop, a project aided substantially by the discovery of top quality gravel on the site obviating the need to bring in fill to form the right-of-way. By year's end, the crew's efforts made the path of the loop clearly visible, and they had located the necessary rail. In early 1992, the rail was taken offsite and bent professionally to the proper radius.

The Museum expects its crews will make substantial progress constructing this loop in the coming year. Once completed it will add both interest and variety to the ride offered the public, as Talbott Park will be a more fitting destination for the ride and as a number of restored single-end cars can be operated effectively for the first time in Museum history.

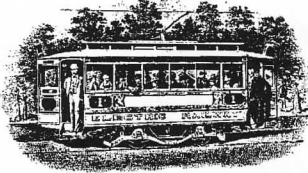
Elsewhere our volunteer crews constructed three new sidings to store our expanding fleet. The first located between Central and Fairview Carhouses accommodates nine cars, while a second east of Fairview currently holds four. A third, branching from the main line north of the shop crossing, holds several pieces of track equipment. Finally, crews began relocating the former dining car track behind Riverside barn to form a display track parallel to that building. When completed, our distinctive pair of State-of-the-Art (SOAC) rapid transit cars will be displayed on this track and will be easily accessible to the public.

Enthusiasm remained high in the Museum Library in 1991, where the daunting project of cataloguing the collection, aided by computer continued. With several new collections received in the year, and with a growing number of research requests being handled by the Library, the workload intensified.

**In recent years Denver and South Platte Birney No. 1** has been the Museum's premier on-the-road ambassador, having traveled to Boston and other locations several times. In 1991 it made its longest such journey, this time to Brooklyn to play an on-screen role in Spike Lee's new film about the life of Malcolm X, to be released in the autumn of 1992. A seminal event in the young life of Malcolm X was when a mob beat his father and threw him to his death in front of a streetcar. Authorities concluded his death was a suicide, imprinting on Malcolm a profound sense of injustice.

The movie production company contacted Seashore for assistance in determining the type of car involved, and whether such a car was available. Research in our library indicated that the Lansing, Michigan car involved in 1931

THIS NEWCOMEN MEETING IN KENNEBUNKPORT, MAINE  
HONORS  
THE NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.  
AND  
THE SEASHORE TROLLEY MUSEUM



The Ocean National Bank of Kennebunkport cordially invites Newcomen Members and their Guests to a Reception to meet our Guest of Honor and Speaker, Donald G. Curry.

The Date is: FRIDAY, JULY 12th, 1991. The Place is: THE SEASHORE TROLLEY MUSEUM, Log Cabin Road, Kennebunkport. Reception: 12:00 o'clock noon. Luncheon: 1:00 o'clock. Spouses and Guests are welcome. Presiding: WIDGERY THOMAS, JR., President, Corporate Finance Associates, Portland, and Chairman, Maine Committee in the Society. In accordance with custom, GRACE will be said by THE REV. ALEXANDER VAN CORTLANDT HAMILTON, Past President, The Seashore Trolley Museum.

Our Guest of Honor and Speaker, Mr. Curry, will be introduced by Mr. James D. Schantz, Vice President, Chrysalis Investments Inc, Cambridge, Massachusetts, and Chairman of the Board, The Seashore Trolley Museum, Kennebunkport.



was likely a Birney. After rejecting other museums, the company entered into serious negotiations with Seashore for use of No. 1. With the assistance of our colleagues from the Orange Empire Museum in Southern California, who regularly deal with Hollywood, Seashore negotiated a lease that protected the car fully and provided compensation of \$23,000 for transport and operation.

**Our shop crew reinstalled period fenders, long since removed from No. 1, and fabricated a small power plant to operate the car. Spike Lee's staff selected an abandoned rail siding in a Brooklyn street as the site for the filming and on a freezing evening just before Christmas, the filming took place. A Seashore Trustee ran the car, after he and others had overseen installation of the trolley wire by film company crews.**

Seashore welcomes such use of its equipment as part of its broader educational charter, but will take careful steps to ensure that the equipment and the Museum both benefit from the project.

**Finally, with sadness we note the passing of two long-time members of the Museum community. Foster Leavitt of Saco, a dedicated member of our operating staff. Also, Irving Walker, Jr. of Arundel, a cheerful fixture at the Museum for decades, passed away quietly late in the autumn. We shall miss them both, but cherish their memories long into the future.**

To have posted a year of such remark-

able accomplishment with the region in the midst of recession is a tremendous tribute to the diligence of Seashore's volunteer and permanent staff. With the hope that economic conditions will not worsen in 1992, the Seashore community can only be filled with optimism at the opportunities that lie ahead as it enters its second half-century of corporate existence.

James D. Schantz  
Chairman, Board of Trustees



The Newcomen Society of the United States honored Seashore with a cocktail party and luncheon July 12.

Left: The invitation sent to Newcomen members. Above: Attendees were treated to lunch on the open cars. Right: Maine Newcomen Chairman Widger Thomas, Jr. speaks with Museum Past President Alexander Hamilton. Below: Speakers addressed the attendees in South Boston barn, cleared of cars for the occasion.



D. Black





## Publicity and Special Events

**The success of the 1991 operating season** was due in no small part to the Museum's intensive publicity effort. The Publicity Department coordinated distribution of some 100,000 four-color brochures by a combined force of professionals and volunteers. A commercial service covered Southern Maine and the New Hampshire seacoast region, interested members hit many New England areas, and our flier distribution volunteers in Syracuse, New York extended the coverage beyond.

To publicize special events the department sent up to 60 press releases to newspapers and broadcast outlets. Of particular note, to promote the Society's corporate 50th anniversary, our forces in Maine and New York City combined to send press kits containing information on the Museum and photos of trolleys from the local geographic area to over 200 newspapers across the United States. Travel writers from the *Boston Globe* and *Worcester Telegram* wrote lengthy features about Seashore. As well, a full cover page of Kennebunkport's *Tourist News* featured New Orleans car No. 966. The *Biddeford Journal Tribune* also ran a

*Santa and Mrs. Claus pose before the GMC "sleigh" (Brantford No. 627) which carried them through neighboring Christmas Prelude celebrations.* R. Kelly



*The line of visitors awaiting the "Terror Train" on Halloween stretched from the platform through the Visitors Center to the parking lot. Spot lights on the roof of line car No. 4 help light the path to the train.* J. Schantz

full page feature. There were frequent public service announcements on television throughout the region, additional feature coverage on Portland stations, a radio interview program, and radio public service spots.

**Seashore's members made numerous** slide presentations to service clubs, senior citizens' groups, and historical societies from Auburn, Maine to Exeter, New Hampshire. The Publicity Department was an important participant in two evenings sponsored by Jonathan's Restaurant in Ogunquit during which six southern Maine attractions described their offerings to desk clerks of over 50 of the largest motels in the area. Desk clerks are an important source of recommendations to hotel guests.

As mentioned earlier, NBC's *Today Show* personality Willard Scott promoted the fiftieth anniversary as he held on-camera a model of New Orleans No. 966. The model was made and donated by member George Rahilly. CNN also ran announcements about New Orleans Day nationwide. Maine Public Television taped a segment of their popular *Made in Maine* show as did Milwaukee Public Television's *Tracks Ahead* (to be broadcast in 1992).

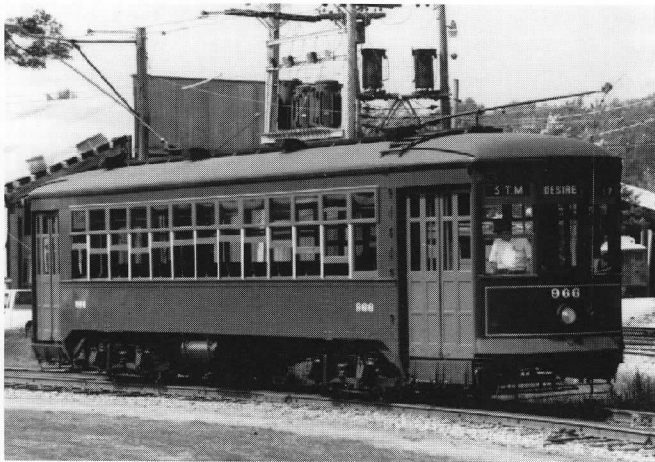
Enlarging on the popular special events of the previous year, the Vidbel's Olde Tyme Circus again presented two shows. This year the Kennebunkport Port Side Rotary Club joined us as co-sponsors of the event, and attendance increased 37% over 1990.

**The Ghost Trolley Celebration ran four** nights, instead of the prior year's two, resulting in a total of 4,104 visitors with 1,355 attending on the last night alone. Income from the celebration was \$12,250. The "Ghost Trolley" (Aroostook Valley No. 70) was supplemented by the "Terror Train" (East Boston Blue Line

Addressing the New Orleans Day crowd, the Society's Development Officer holds the Rahilly model of No. 966 which he escorted to Washington for Willard Scott's use on NBC's Today Show. D. Black

train). This event, the museum's most complex operation, worked flawlessly with a combination of over 100 volunteers fulfilling a host of tasks. Museum and community members pitched in to serve as car crews, switching and ground crews, food service staffers, entertainers, and as helpers putting up decorations. Providing entertainment for visitors waiting in line was the "Great Charlatan," a skilled magician — none other than the son of Burton Stride, who sold the Museum its first trolley in 1939. The Museum had approximately ten percent of its annual visitors within a period of 10 hours under difficult conditions.

**A major component of the publicity** for the event was visits by Publicity Department members to 49 classrooms in 12



Star of the New Orleans Day trolley parade was freshly restored No. 966, a veteran of that city's Canal Street line, where it ran until the line closed in 1964. D. Black

area schools. During the visits, 1,058 children saw slides on the Museum, heard a terrifying tale, then drew their impressions of a Ghost Trolley. The resulting 1,000-plus works-of-art adorned the walls of the Visitors Center during the event.

In the summer, special events included two successful Trolley Parades featuring about 15 of the most photogenic vehicles demonstrating the evolution of transit development. A Museum member who is a professional broadcaster served as narrator. The second parade was a part of the New Orleans Day, featuring New Orleans Public Service No. 966, dedicated that day. The Bellamy Jazz band provided appropriate Dixieland music and topping off the day was a Cajun Fest from Roger's Home Cookery.

**The Publicity Department also led a series of 10 summer evening Old-Time Movie Sing-Alongs.** These events brought many new friends to the Museum as visitors of all ages sang old-time songs, accompanied on the piano by a Museum member. They watched Laurel

and Hardy movies followed by more singing, this time on an open trolley under the moonlight.

In 1991, the Museum experimentally extended the Christmas Prelude to three weekends, instead of just two. In preparation, crews strung hundreds of colored lights on the trolley overhead brackets and illuminated a large tree far out

on the line. The brightly painted Brantford GMC bus was the Museum's outgoing ambassador as it took Santa and Mrs. Claus (Museum volunteers) to events and shopping centers around the area. Although Museum members and those who came enjoyed the celebration,



the extra efforts did not increase attendance significantly due to a combination of poor economy, icy and very cold weather, and a flu epidemic in the Kennebunks.

Extending the New Year's Eve celebration of special late night trolley trips (with prolific use of whistles, horns, and gongs) to the public proved successful.

The Publicity Department is continually looking for new and different ways to attract more visitors to the Museum and to give them different experiences that will encourage return visits. Questionnaires, designed in cooperation with market researchers Davidson-Peterson, were distributed to visitors with very favorable results. From these we have learned new and better ways to construct questionnaires.

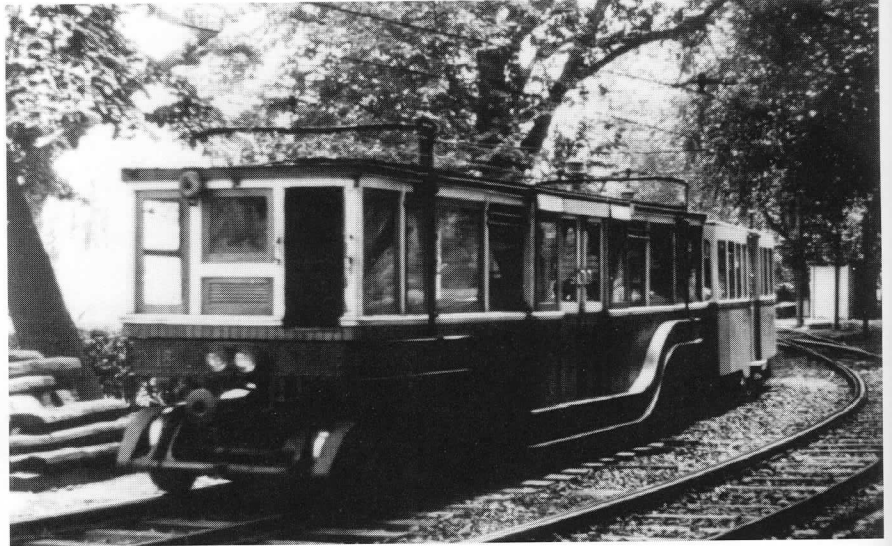
**Comments have been very enlightening** such as: "I anticipated a dry, boring, dusty museum, so wasn't unhappy to arrive at 3:10 P.M. Boy, was I surprised! I missed the A.M. and am very disappointed so I plan to return early to see what I missed today" or "A very unique and ambitious endeavor."

The Museum also gained insight into the effectiveness of our various advertising media and what ages to target. Volunteers are now tabulating visitor ZIP codes to determine how better to target our advertising.

## Budapest Földalatti No. 18

**The arrival of Budapest Földalatti No. 18** in June capped one of the longest acquisition projects in the Museum's history. Ever since learning in 1972 of the imminent retirement of these pioneering cars, Seashore had sought to add one to its international collection for the history and durability this system represented.

Budapest constructed in 1896 the first subway on the European continent and only the second electric powered subway anywhere in the world. The project was born when the city officials refused to allow construction of a surface car line along Andrassy Street, the most beautiful promenade in the city, and an important link between the shores of the Danube in downtown and the City Park on the eastern edge of the city. Transit planners were thus left with little choice but to build underground, and were granted a franchise to do so in 1894, with the stipulation that it be ready for the national millennium celebration in 1896 — celebrating the 1000th anniversary of the arrival of the Magyar people in Hungary. Faced with the tight deadline, construction crews had to keep the project simple, meaning that relocation of the principal sewer that the line would cross at a major square was impossible. As the sewer lay only about 12 feet



▲  
*Budapest No. 18 in the early 1970s running on the short surface section of the Földalatti line through Budapest's City Park. Note the unusual current collector and the dual overhead wires.*  
Tramway Museum Society

below the pavement, the subway tunnel would be limited to an interior height of just over 9 feet. This placed severe constraints on car design, resulting in an odd looking car with the passenger compartment suspended between the two end trucks.

**The line was an immediate success,** being christened the Franz Joseph Electric Underground Railway after the Emperor traveled the line in a specially constructed car and granted his royal

assent for its naming in his honor. Incredibly the original cars remained in service until 1973, making them among the most durable transit vehicles in the industry's history.

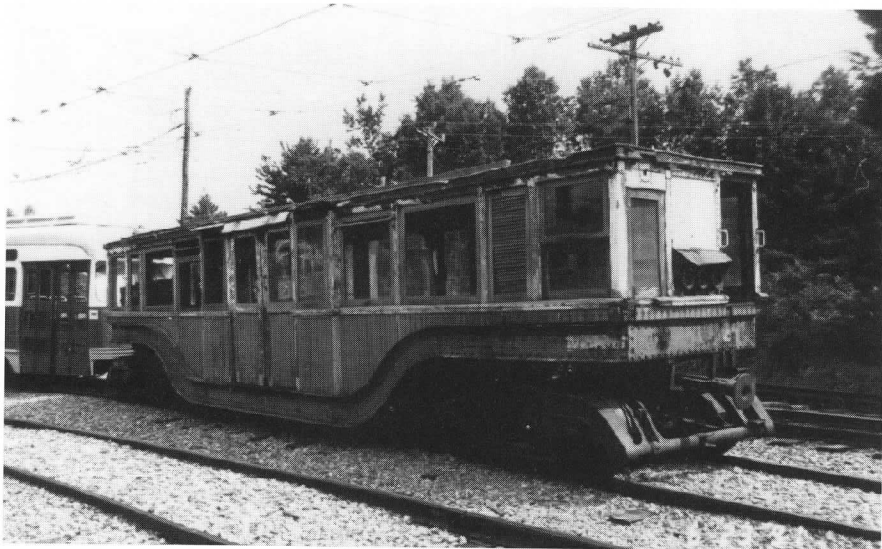
This trailblazing line extended its influence closer to home as transit planners in Boston noted its success when planning America's first subway under Boston's Tremont Street in 1897. The construction of the original stretch of that subway shows a striking similarity to the Földalatti tunnel. Similarly the low center entrance on these cars paved the way for Boston's huge fleet of center entrance cars, the best crowd-haulers ever to operate in that subway.

**With such a rich history to represent,** Seashore felt one of these cars to be a natural addition to its collection. However, years of attempts to cut through the Communist bureaucracy led to a succession of dead ends. After seemingly endless frustration, chance intervened to help. In 1989, two Museum



◀ *After leaving the South Boston pier, the car traveled up Boston's Central artery, shown here approaching North Station.*  
J. Schantz





▲ Above: As the car arrived in Maine, it showed the effects of almost 20 years outdoors in polluted air.  
 ▼ Below: The interior survived well. Note the very low and cramped motorman's cab.

D. Black



When Seashore's Manager of Special Projects, who had led the Museum's quest for a Földalatti car since 1972, contacted the Czechs they readily agreed to a swap. Seashore would receive the car in exchange for a Mamiya RB67 camera they could not obtain locally! Seashore's representative

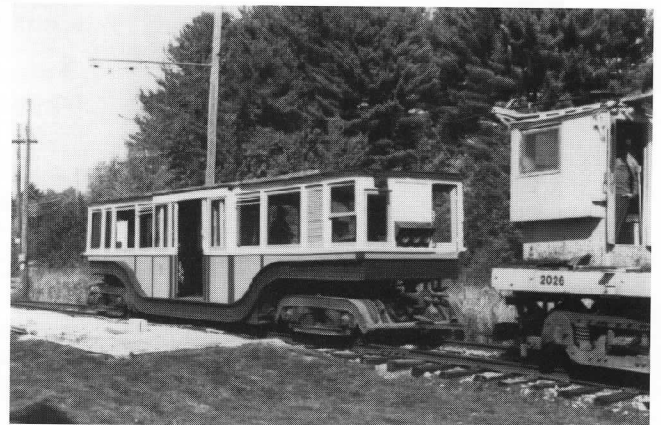
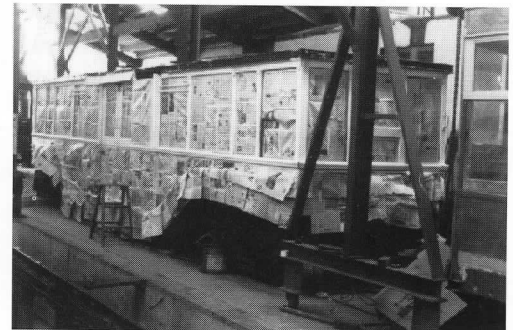
promptly made arrangements for the move, and Trustees were visiting the National Tramway Museum in England and there by chance learned that a Földalatti car might be available, not in Hungary, but in Czechoslovakia. It turned out that after retirement, one of the cars had gone to a museum in Prague for preservation, and later was turned over the National Technical Museum in Brno. Subsequently, a policy decision to limit that collection to domestic equipment rendered the Budapest car surplus.

generously underwrote the \$9,000 cost. The car traveled by rail from Brno to Bremerhaven, where it was loaded on a Sea-Land container ship bound for Boston. Seashore crews received the car at the Castle Island terminal in South Boston, and with the help of expert riggers

Shaughnessy and Ahern, moved it to Maine, still on its shipping container.

**The car was in surprisingly good** shape, despite the quite shabby appearance brought about by 18 years of outdoor storage in the polluted Eastern European atmosphere. It was an instant hit with both members and visitors. This prompted a volunteer crew to undertake minor repairs and a prompt exterior repaint so the car could immediately be placed on exhibition. On Members' Weekend in October it was shifted into Highwood Exhibit Barn, resplendent in its new yellow, white, and wine red colors. Longer term plans call for a full overhaul, including making the car operable, once funding is available.

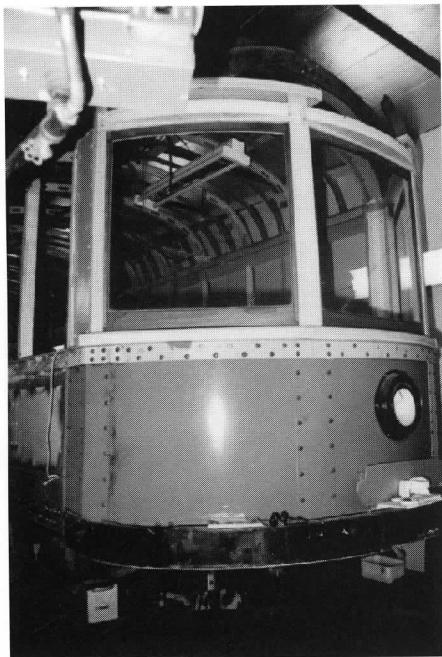
Below upper: Repainting finds No. 18 clad in newspapers.  
 Below lower: Freshly painted in its livery of white, yellow, and wine red, No. 18 is dwarfed by Boston No. 2026. J. Schantz



## Vehicle Conservation

The major project completed in 1991 was **New Orleans Public Service Car No. 966**, the culmination of a great effort by volunteers and paid staff. This year, as throughout the restoration project, the car's primary sponsor and interested members, known as *Friends of 966*, raised all of the needed funds. Dedicated at Annual Meeting, the car has become a popular addition to the operating fleet especially because of its *Streetcar Named Desire* connotation.

When the car arrived in 1982, it was a stripped shell. Its thorough restoration process was completed a year ago. However, as always with such projects, numerous refinements and modifications were still necessary. In this case the car needed another air compressor plus adjustments to the door engines and mechanisms to decrease air leakage. When a car has operated for 40 years, it requires continued care and maintenance to keep it in dependable operating condition.



The most extensive restoration project ever undertaken by the Society is that of **Cleveland Railway center-entrance motor car No. 1227**. The car suffered major deterioration due to heavy corro-

sion from exposure to rock salt and very poor storage after leaving Cleveland. The car was also largely stripped before acquisition by Seashore. This meant that its roof and floor structures, windows and doors, as well as major steel frame members were deteriorated beyond reclamation.

Rusted out sections of steel frame and sheathing were cut out and replaced using original fastening methods, such as hot riveting, wherever possible. Because the restoration shop is not engaged in series production, it can not invest in custom equipment to allow riveting where use of normal equipment is dangerous or access is difficult. In these cases the shop uses rib bolts,

which give the exterior appearance of rivets. In other places crews used fine thread bolts. The steel body reconstruction work was virtually completed by year end. The year also saw completion of many roof ribs, the dashers, bumpers, plus all end posts and associated wood framing.

In preparation for the new maple tongue-and-groove flooring, specially milled by a contractor, the shop installed wooden filler pieces and floor supports. The floor will be installed, followed by roof sheathing renewal. Volunteers carefully rust proofed and painted all steel to prevent rust formation due to condensation. Also completed was overhaul and installation of the unique door engines.

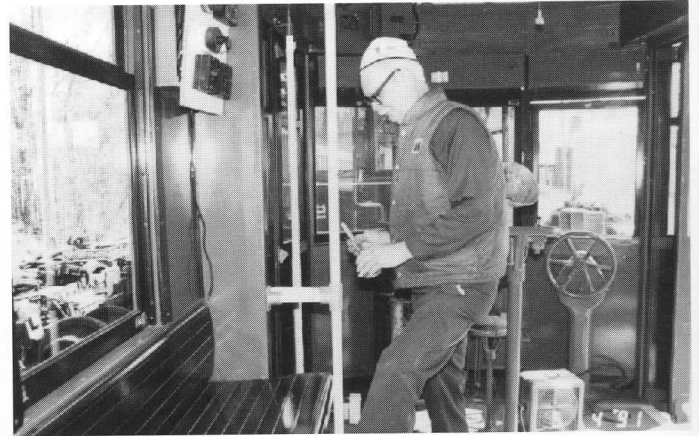
These two views of Cleveland No. 1227 show 1991 progress in its structural rebuilding.

Left: The car's front end nears completion with new sash and the headlight, which complement the rebuilt dash and framing.

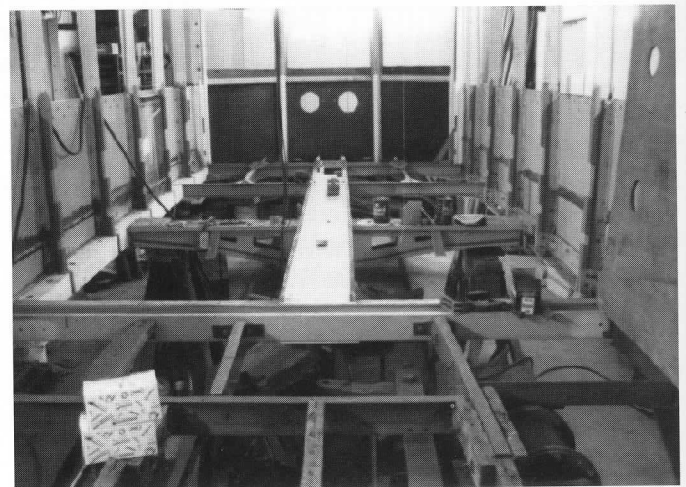
D. Black

Right: The complex steel underframe largely finished.

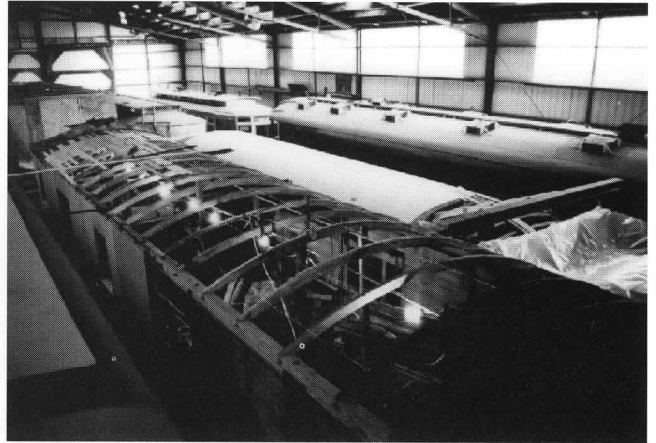
J. Schantz



One of Seashore's most skilled restoration technicians, Don Gawthrop, a veteran of Detroit's Department of Street Railways plus over a decade at Seashore, puts finishing touches on New Orleans No. 966's interior.  
D. Black



Two views of roof projects underway in Town House Shop:  
 Upper: Boston Red Line tool car No. 0553 has all new roof ribs in place while to its right, Wheeling No. 39's roof boards are installed.  
 Lower: A jig constructed to match the complicated roof bonnet curves for Wheeling No. 39.  
 D. Black



Plans for 1992 call for the completion of **Twin City Rapid Transit gate car No. 1267** when it will be celebrating its 85th birthday. Structural steel and exterior body woodwork, completed in previous years, have set the stage for the car's completion. This year saw the repair and reassembly of the rear truck and assembly of the reconfigured front bulkhead. The Museum's woodworking experts made new white oak ceiling panels to replace those originals which were unsalvageable. Other panels which could be saved were stripped of alligator surface varnish and white paint, and veneer whose lamination had separated was reglued.

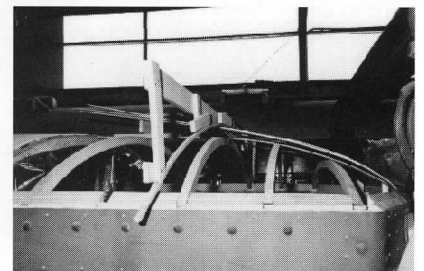
Thanks to the generous assistance of Russell Olson, author of *Electric Railways of Minnesota*, much greater accuracy in the restoration work has been possible than would have been using the

Research also determined that TCRT practices departed somewhat from transit industry norms. For example, the TCRT painted, rather than varnished, all the birch interior wood.

Still ahead is the overhaul of the four traction motors, at least two of which need an expensive armature rewind.

Celebrating its 85th birthday this year was **Manchester Street Railway No. 38**, running for the first time on its newly rebuilt Laconia trucks. The truck work was made possible by a grant from the Norcross Wildlife Foundation of New York City. Excess costs beyond the grant are being met by the continued generosity of the Museum membership.

Because the trucks were built by Laconia using rather crudely machined components and received little attention during their service life in Manchester, many of the parts had to be built back up by welding



requiring its replacement before the car could be operated. Correcting the babbitt in one of the journal bearings will be done in 1992.

**Wheeling, West Virginia curved-side No. 39** finally moved from its 20-year residence in the corner of the shop to a more accessible location in the center. Crews placed the pair of authentic former Boston Standard C35P trucks, reserved for it for many years, under the body allowing it to roll. The trucks eventually will be overhauled. After blocking the body level, a skilled wood-worker shimmed roof ribs and installed the remainder of the poplar tongue-and-groove roof sheathing over the main body section of the roof.

Next shop technicians installed the remaining side sash, including the unique arched windows — a hallmark of Cincinnati curved-side cars, and then fabricated new interior cherry door pocket sash. A volunteer made a schematic drawing of the car's wiring to enable installation of new headlining. Inquiries have been made to suppliers of



All seats, interior fittings, and woodwork had been removed from Twin Cities Gate Car No. 1267 for refinishing and repair in this winter view.  
 D. Black

information gleaned from the car's disassembly. The curatorial staff also examined numerous photos of similar cars in service as well as those taken prior to restoration work.

or brazing and then milling to original dimensions. Blueprints were very general and our machinist had to guess the intent of the Laconia craftsmen. Crews found electrical problems in one of the motors,





▲  
The distinctive red and cream colors of New York's Third Avenue Railway System are applied to No. 631 as part of its full restoration. D. Curry

cork which will line the body steel as insulation.

As funding permits, the next project will be to make properly curved roof ribs for the vestibules, complete that sheathing, canvas the roof and install trolley boards plus other roof equipment. Vestibule doors and sash, previously made, can then be installed. This car represents the closest Seashore has come to a complete replication due to the high percentage of new parts and materials needed. It should be a dependable and interesting addition to the operating fleet when complete.

A combination of volunteer and paid shop members completely primed, painted and lettered **Third Avenue Railway System No. 631** (former Vienna No. 4216) in its distinctive red and cream scheme. In preparation, our steel-working experts replaced numerous large sections of the steel belt rail covers, which bulged due to encapsulated rust, then riveted them in place.

Next they removed all of the aluminum side sash for cleaning, exposing deteriorated T-posts which were then repaired. In the fall, crews placed the body on horses to allow removal of the trucks. Next they took the motors from the trucks. Fortunately, the motors appear to be in good condition.

Preliminary research indicates that the Vienna wheel profiles are quite close to American standards but the wheels will

have to be regauged approximately five-sixteenths of an inch narrower for proper operation on the Museum's track.

During an inspection of **Oshawa locomotive No. 300** shop personnel noted problems in one of the traction motors. They removed one truck and disassembled the motors. They also found worn and broken fastenings in the draft gear and center bearing due to hard service as a locomotive, and repaired them. In 1992, the motor armatures will be dipped in insulating varnish and baked as a preventive maintenance measure.

The shop crew thoroughly inspected a large number of cars using a much more comprehensive check sheet designed with the assistance of the Illinois Railway Museum. **Chicago, North Shore and Milwaukee No. 420** had been out of service for a year due to compressor armature failure. A similar spare was repaired and installed. **Milwaukee No. 861** still remains out of service due to a shorted traction motor.

The increase in the number of traction motor failures has become a cause for concern, with at least fourteen now out of service for various reasons, five of these from cars that could be used in regular service. This points out two needs:

1. A facility to do motor overhaul work. (The exception will be that, for the foreseeable future, Seashore crews will not undertake armature rewinding as it requires highly specialized skills and equipment.)
2. A preventive maintenance program for motors. Seashore received excellent

▼  
On the repair pit for routine maintenance is Boston rail flat No. 2026, a vital tool around the Museum. The cut-away cabs were designed to allow carrying rail. J. Schantz



## Volunteer Conservation

advice from the Tramway Museum Society in England which operates a large number of cars in a similar unfriendly, damp climate. Since undertaking a program of annually drying out each motor before power is turned on there have been no motor failures due to insulation breakdown. We are studying adoption of similar procedures.

The shop staff consists of four full time and two part-time employees supplemented by numerous volunteers. Two serve under the Retired Senior Volunteer Program (R. S. V. P.), each spending three days per week.

During 1991 the our shop forces applied finishing touches to the initial phase of the three year shop improvement program sponsored by the Casey Albert T. O'Neil Foundation. This work involved final painting, trim, and electrical work. Many new light fixtures were installed in addition to reusing many donated ones. Machines in the upstairs area have been rearranged for easier, safer use.

We are very pleased that thanks to our excellent liaison with the O'Neil Foundation, the foundation will continue to make funding available to Seashore for a major expansion of the Town House Shops facility. This will accomplish several goals: first it will bring all of our volunteer restoration efforts under one roof making our members much more productive, and second, it will improve working conditions by relieving congestion in the heavy machine and metal working areas. It will also provide much more general overhaul space and provide ample space between tracks.

We again thank the O'Neil Foundation for ensuring that Seashore's shop facilities will continue to meet the needs of our growing collection.

**Beyond the efforts of Seashore's shop staff**, a wide cross-section of vehicles are undergoing conservation work of various types at the hands of a large number of volunteers. Not only do the volunteers perform the work, they usually underwrite the costs as well.

Immediately after the arrival of **Budapest Subway Car No. 18**, inspection revealed that a concerted effort could transform the car into a prime exhibit in a short period. Nearly two decades of outside storage had taken its toll, but the car was in surprisingly good condition. A number of volunteers who recognized the significance of the car to the collection teamed up to tackle the project.

Our curatorial representatives inspected the car, took samples of all paint colors, and traced the lettering. The complex wooden belt rail had deteriorated badly, so several new sections were fabricated and spliced into place. The jammed manual sliding doors were freed and a missing door mechanism cover was fabricated. A cab door removed in Europe was re-hung and the other made to open and close freely.

A number of window sash required repair or re-glazing, and were removed



▲ Brantford No. 627 being prepared for final colors.

B. Austin

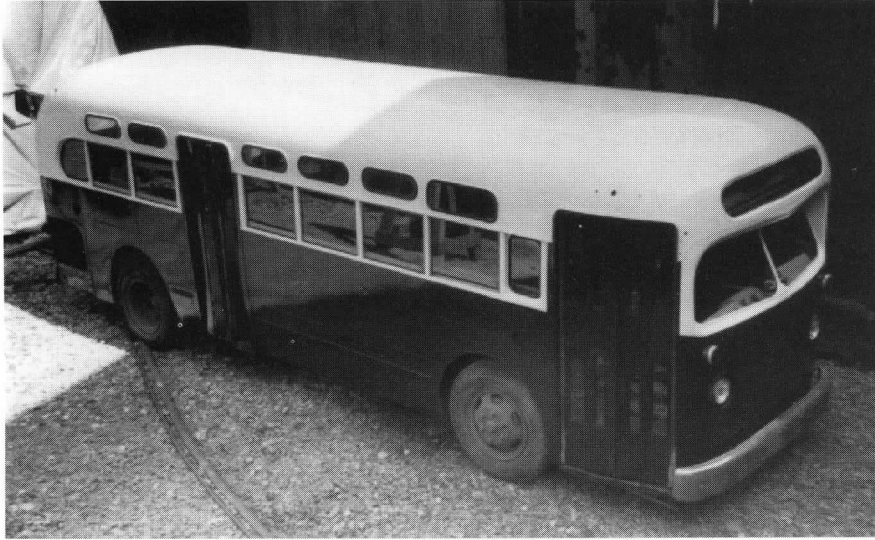
from the car for this work. All the sash needed an especially large amount of sanding. Several volunteers participated in stripping the sides of the car. As paint on the heavy metal frame had apparently never been removed since the car was built, crews used a pneumatic needle gun and chipping hammers to clean the steel. At this point, volunteers milled and installed about ten match-board siding pieces and fastened loose pieces.

The team thoroughly sanded the entire exterior, installed the previously removed sash, cleaned the interior, and began the painting process. They



◀ Final colors are sprayed on No. 627 at the rear of the shop. A long term need for the shop is an indoor spray booth.

B. Austin



▲  
No. 627 in its freshly applied red and white livery, colors it once carried in Brantford, Ontario.

B. Austin

masked all the glass and primed the car. Finish colors were matched to the final paint scheme — mustard sides, white window posts, wine red underframe and letterboard, and simulated varnish paint for the window sash. The bulk of the car was sprayed, though the sash and letterboard were hand painted.

Throughout the conservation progress this unique car attracted a great deal of interested comment from the visiting public as well as from members. Immediately after completion of painting, No. 18 was placed on exhibition in Highwood Carhouse.

The Museum has long sought a vehicle to use for publicity off the grounds. Though Seashore has several buses that are in running or close to running condition, they are generally either rare vehicles for which it is difficult to find spare parts, or large buses that are costly to operate. In 1990 John Wolfe, of Greenland, New Hampshire donated **1962 Model TGH3102 GMC Brantford, Ontario, bus No. 627.** Its small size,

classic design, and excellent condition made it ideal for use as a promotional vehicle. In December 1990 Seashore operated the bus in the Kennebunkport area decorated and outfitted with advertising panels for the Christmas Prelude event.

The bus was so well received that in 1991 it became a priority to repaint the bus for continued promotional use. No. 627 arrived in cream with a red stripe but our curatorial staff decided to return it to

Seashore volunteers regularly share experiences and expertise with other museums. Here Seashore's Operations Training & Safety Manager leads a seminar in car inspection at the Association of Railway Museums Convention at Orbisonia, Pennsylvania.

F. Maloney



the more traditional original red and white scheme, used by Brantford from 1935 to 1970. Our volunteers contacted Brantford Transit to acquire photographs and other information of the former paint scheme. They were very helpful in providing the information needed as well as sending a set of Public Utilities decals for the bus.

A volunteer force then sanded the entire exterior as well as stripped several areas where the paint had begun to crack and peel. While the bus was generally in good shape and only required a minimal amount of body work, many of the marker lights and the headlight buckets were badly corroded so were replaced. After carefully matching samples of paint found on the bus, crews masked and painted the bus.

With the painting completed, the team focused on servicing and lubricating the drive train. Much of the wiring for lights and the engine was deteriorated so was repaired or replaced as necessary. Additionally, the front step well was badly corroded so volunteers fabricated a new lower step.

The bus was thoroughly cleaned and then decorated for use in the Christmas



A Philadelphia bridge car — similar to Seashore's Nos. 1018 and 1023 — at Camden (NJ) Station in 1973. Note the distinctive gray and blue colors which enhance the car's Art Deco lines. B. Clarke

event. Throughout the Christmas season, Seashore featured No. 627 in local events in the Kennebunk - Kennebunkport area, and after its second season the bus has become a favorite throughout our community.

The multi-year program on **Philadelphia Bridge rapid transit cars No. 1023 and 1018** experienced a surge of activity this year. The project will preserve No. 1018 as it appeared in its later days in SEPTA's Broad Street subway fleet while restoring No. 1023 to its earlier appearance. No. 1018 was modernized in 1973 whereas No. 1023 remains in a condition nearer to the original.

Work began in earnest on No. 1023 in 1991. Underneath the car much of the electrical equipment was refurbished, resulting in very reliable operation of the car. The line switch was serviced and weather-protected, as was the battery box and its contents, so that the original 1.5v Edison nickel iron cells now hold a charge quite well. The motor leads, which frequently caused trouble in the fleet's final years under Broad Street by falling and exploding on contact with the truck frames, were inspected, cleaned, and repaired with renewed insulation and twist connectors where necessary. The motor brush holders, commutators, and brushes, after inspection and cleaning, were found to be in excellent shape. Ground cables were fabricated to connect the motor casings, truck bolsters, and journal boxes thereby preventing arcing across the bearing surfaces.

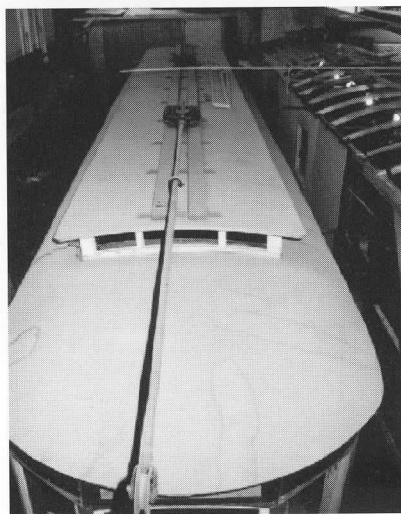
Missing third rail shoe beams, brackets, and assorted hardware were replaced



after being sandblasted and painted. Some miscellaneous missing and broken components of the brake rigging were fabricated and installed.

The permanent power supply cable to the trolley pole was carefully concealed within the walls and between the headlining and roof monitor. It was then

Bay State No. 4175 sports a freshly canvased roof and trolley poles for the first time in nearly half a century. D. Black



connected and its temporary predecessor removed. For safety the third rail apparatus was isolated and a lightning arrester was installed. A bug jumper that will power both cars from either one's trolley pole was installed with a large cut-out knife switch located beneath a passenger seat.

Interior work began with the "B" cab. All switches and covers were removed, cleaned, painted, and re-installed then the cab light was reconnected. Several insulators and sub-standard wiring for the cab heater were repaired or replaced and the heater now works properly. Missing fixtures were replaced, holes caulked, and the entire cab cleaned, scraped, wire wheeled, primed, and painted. The colored marker light disks were replicated and the block number box was waterproofed, cleaned, and painted.

Other general interior work involved spot priming and complete repainting in the original scheme of white headliner, two tone green walls, and pink floor, all of which is now about 85 percent complete. Broken window and swing sashes were

replaced with spares. The heavily corroded sign boxes were repaired with new steel and Lexan and were then cleaned, scraped, sealed, primed, and painted. The destination signs themselves were made operable with a sign changer made from a New York model similar to the one needed. Holes in the headliner from vandalism in service were patched then covered by a complete paint job. The car (advertising) cards were replaced, broken light bulbs were changed, and paint applied by SEPTA was carefully removed from the enamel fixtures.

The exterior of No. 1023 benefited from a partial painting. The pilot lights were removed, sandblasted, primed, painted, and reinstalled with clean lenses, fresh bulbs, and new wiring.

No. 1018 also progressed in 1991. The car, used for parts storage in past years, was partially cleared. The light circuits were repaired and new track light covers along with the correct wattage bulbs were installed. Additionally, several roof panels were scraped, washed, rust treated, primed, and painted black.

One of two buses completely painted in 1991 was Boston White No. 1508. Above: Orange enamel is sprayed on the carefully masked exterior. Below: As completed in Boston Elevated orange and cream. F. Maloney



**Boston Elevated Railway White model 788 bus No. 1508** progressed substantially in 1991 as its conservation program begun a year earlier continued. The entire exterior was painted in the original orange, cream, and maroon scheme. This followed many months of body work during which corroded areas of sheet metal were patched and dents repaired. The handsome and brightly painted bus now looks much different from the deteriorated state in which it arrived at the Museum only a short while ago.

A substantial effort was directed to the overhaul and replacement of various mechanical components. Seashore's



continued commitment to acquiring spare parts for our vehicles proved very rewarding during this project. Many parts long since out of production had been obtained from junk dealers. When a specialized air cleaner was not on hand, however, a special trip had to be made to a junk yard in western Pennsylvania for a replacement. Toward the end of the year No. 1508 proved quite a reliable performer and operated around the Museum on special occasions.

Quite a bit of scraping, rust treatment, and painting was performed on the underbody. The entire rear radiator compartment was disassembled, as the radiator, fan assembly, and fuel tank were removed, patched, sandblasted, and painted. The underbody behind the rear axle was completely painted, as were other areas that were uncovered by component removal.

As year end approached, work on No. 1508 was temporarily suspended in favor of Brantford, Ontario bus No. 627 which was needed for Christmas publicity duty.

**Boston MBTA Type 6 Light Rail Vehicle mock-up No. 3400** had deteriorated over the years from weather exposure at the front of Riverside Carhouse. A team of volunteers repainted it in Boston's scheme of gray and white with a dark green belt rail. After scraping, sanding, and masking the exterior, the exhibit was painted and lettered by hand. A trolley base and pole were withdrawn from stock and mounted on the roof to lend the proper appearance. The interior was thoroughly cleaned and the rear wall painted.

The vestibule of **Providence and Burrillville No. 1703** was transported to the Museum in 1990 as a unit, but in



▲  
Boston No. 3019, one of the city's first order of PCC cars, benefited from volunteer conservation this year. B. Austin

order to be moved into the Visitors Center orientation room had to be broken into seven pieces. It had been cut into these pieces by its former owner for an earlier move. Once the vestibule was positioned and assembled, volunteers fabricated a new wooden bumper crown piece, filled and repaired extensive wood rot, and scraped then repainted the entire body in the 1926 color scheme of dark green with cream trim.

The roof boards were patched as needed then covered with new canvas. Rust was removed from the metal bumper which was then painted and reinstalled. Windows, doors, and interior woodwork were stripped, stained, and varnished after which interior fittings and exterior details were installed. Though some work remains, No. 1703 already is a handsome centerpiece for the orientation room.

Work began this year on the most modern cars in Seashore's collection, the **State-of-the-Art Cars**, starting with

electronic components. SOAC 1, which is electrically the most intact of the pair, has been the primary focus of the work. Much of this has been to copy and organize the volumes of documentation that came with these cars as this material is vital to their repair and operation.

SOAC 1's batteries were charged providing power to begin testing circuits. The main lighting inverter was inspected and tested. It works well and the fluorescent lights illuminate the car brilliantly for seven seconds at which time the inverter automatically shuts down in order to preserve the battery life. The door opening mechanisms were tested and, after some servicing, work normally as do their warning chimes. The public address system has also been restored to operational condition after cleaning its connections and relay contacts and reconnecting a power lead.

Work on the propulsion system included

▼  
Baltimore Peter Witt No. 6144 regularly receives attention from Seashore volunteers who journey from Baltimore, where as members of the Baltimore Streetcar Museum, they also work on sister car No. 6119. J. Schantz



tracing and recording the 600 volt power distribution. The propulsion control unit was removed for cleaning and inspection and then re-installed. The master controller was overhauled and all its wiring traced and recorded for analysis.

In addition to the technical work, a major accomplishment was that SOAC 1 has been opened to the public for display after intensive cleaning and other preparation. Even though it is in a temporary location, it has served as a notable attraction for our visitors.

Dedicated members interested in **Bay State Street Railway Company No. 4175** pushed the restoration of this car much closer to completion.

Many of the wooden surfaces on the car had survived their exposure to the elements but were in poor shape. This year saw many of these surfaces repaired, sanded, primed, and painted white, per





*the Cathedral of the Holy Cross in the South End in order to view the remains of Cardinal O'Connell.*

*"El officials pressed 60 buses into service to provide shuttle service for commuters bound between Harvard Sq. and downtown Boston and Dorchester. Buses met Boston bound trains at Kendall Sq. and took riders to Lechmere Sq., where surface cars took them to Park St. and trackless trolleys connected with Harvard Sq.*



*"Other thousands of commuters took surface cars from Harvard to Massachusetts station, and rode from there downtown.*

*"In Cambridge, special police details were assigned to aid regular officers in rerouting vehicles from the jammed zones. During the rush hour Kendall Sq., Inman Sq., and Lechmere Sq. were crowded with thousands of milling and bewildered commuters.*

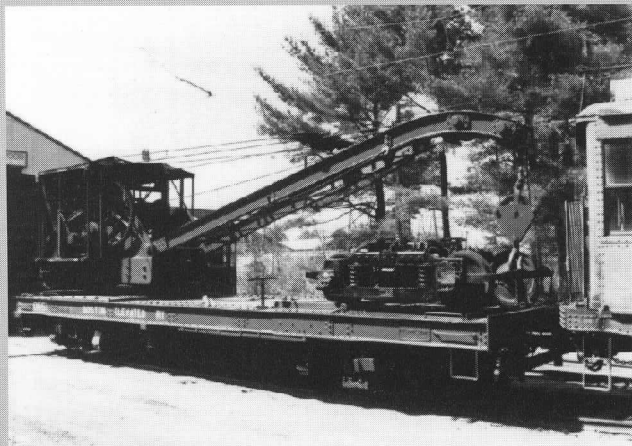
*"After a crane was placed on the rails in an attempt to lift the train, it was found that the crane's swinging cab could not turn far enough because of the tunnel walls, and acetylene torches were used to burn part of the cab away."*

*The modifications to No. 0551's cab are still visible in the below contemporary shot of No. 0551 at the Museum.*

*The above shots, snapped by Seashore member Bob Kennerly, show one of the Museum's most valuable pieces of work equipment, crane No. 0551, at work clearing a wreck caused by a broken axle on a Cambridge tunnel train (like Seashore's Nos. 0719 and 0753) nearly a half century ago. The massive dependency of urban America on mass transit is conveyed by the press coverage of this incident in the Boston Daily Globe of April 26, 1944, which began by calling it the "longest tieup in Boston Elevated History," delaying "hundreds of thousands of commuters." The article further stated:*

*"While 200 workmen labored to repair the damage and remove the disabled train, the tieup grew progressively worse, spreading to other branches of the system as rush-hour commuters used alternate routes to reach their homes.*

*"The jam was also increased by the thousands who rode the El to and from*



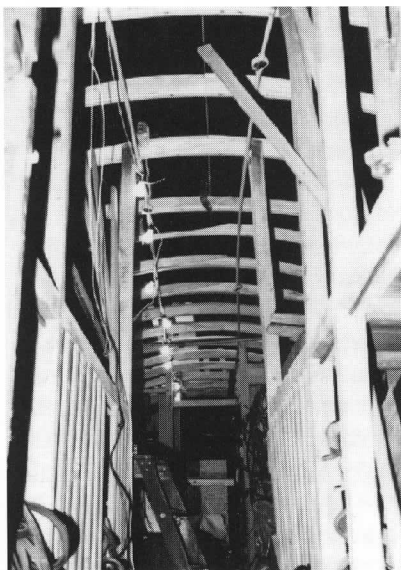
the original Bay State paint scheme. The painstaking task of transforming weathered window sash to their original varnish finish also continued.

During the year, the car benefited from an unexpected parts windfall. A call was placed to the Museum by a resident of Haverhill, Massachusetts who asked if Seashore might be interested in some streetcar parts stored in her basement. The parts had been gathered by her father-in-law many years ago from the Haverhill carhouse as streetcars were removed from service. Nearly all this material had been removed from Eastern Massachusetts Street Railway semi-convertibles, mostly from 4100-series cars. Seat cushions and window sash usable for No. 4175 were included with these parts, as were longitudinal seat cushions and backs similar to those long ago discarded by the car's former owners, who had inhabited No. 4175 while it served as a house in New Jersey.

The exterior doors, previously fabricated in our shop, were fitted and mounted on the car.

Restoration of the car to its original configuration calls for reinstalling bulkheads which form pockets for a pair of sliding doors. Since the original pockets were removed by the Bay State Street Railway in 1917, new ones had to be constructed from scratch. They are made of raised panel cherry and will be stained and varnished when complete. Fabrication of the interior side of the bulkheads was started in 1991.

**Boston MBTA Car No. 3127** became the Museum's representative PCC car on display in Highwood Carhouse during the year. Although already presentable, the car received general repairs to make it more suitable for display. Shop staff



▲  
Mate to crane No. 0551 is tool car No. 0553, shown here undergoing roof renewal. D. Black

renewed the front stepwell and performed some body work. Wood components on the roof were scraped and primed, and all the gray and aluminum areas were then painted. The balance of the exterior was touched up as needed and then buffed. Inside the car, exposed floor ducts were primed and painted in preparation for tile replacement. Paint was applied as needed and the car thoroughly cleaned. On the mechanical side, the main gang switch, which controls many functions such as doors, lights, gong, etc., was disassembled and repaired, and the master controller was replaced.

**MBTA PCC Car No. 3019**, which benefited from a significant conservation program begun last year, was completed to the planned level in 1991. The right-rear quarter was disk sanded, treated for rust, primed, and painted. Similar work was done on metal areas of the roof and on a spot basis on the opposite side of the car. Numbers were also applied to

the front end. No. 3019 is now adequately stabilized and of pleasing appearance. As it is stored inside, it should be well protected while it awaits its ultimate restoration.

**Cleveland post-war St. Louis-built trackless trolley No. 1052** has been painted in its two-tone beige paint scheme to protect the coach for future restoration. Rust and loose paint were removed from the entire body including the roof by power disk grinder and wire brush. Next rust inhibitor, two coats of primer, then two coats of enamel matched to the Cleveland Transit System paint scheme of the late 1950s were applied. Its current appearance provides a good impression of how this rare coach will look when restored.

**Boston MTA Main Line Elevated Car No. 01000**

advanced further in its restoration with body work concentrated on the unrestored end of the car. Various fittings, including door control switches, drum switches, and the hand brake assembly were removed, disassembled, cleaned, primed, and painted. Corroded sections of body paneling were removed and new sections of steel welded into place. The end of the car was then primed and painted after which the windows and doors were installed.

**Boston Elevated Crane Car No. 0551**

had a special replacement canvas top made for its cab to protect it during storage. This required the fabrication of removable wooden ribs to provide support under the canvas. More painting was completed on the underside of the cab roof, underneath the cab, and sec-

tions of the boom and outriggers. Several strings of work lights under the car were repaired. In addition the car received mechanical maintenance.

**Tool Car No. 0553**, the mate to Crane Car No. 0551, had more work done on its roof renewal. The curved end beam was carefully aligned and bolted in place, as notches were cut in the top sill for the roof ribs. Also, new window sills and trim were fitted to the car.

The long-term restoration of **Connecticut Company No. 1160** advanced during the year thanks to a father-son team of volunteers. Most of their activities in 1991 were centered on the continued removal of the old canvas from the



▲  
Although needing extensive restoration work, Cleveland trackless trolley 1052 has been repainted in 1950s colors, both improving current appearance and showing how it will look after full restoration. F. Maloney

roof. Prior to continuing this project, begun the year before, they measured and drew the locations of roof ladders, trolley bases, and trolley boards, to enable accurate installation later. Once they completed the measuring, these components were removed as was the remaining canvas. The roof boards

uncovered are in excellent condition, boding well for advancement of this project.

Other work accomplished included tracing the car's letters and numbers and recording their locations. Also, the sideframes of one truck were scraped, rust treated, and primed.

Restoration work continued this year on **Chicago Surface Lines "Red Pullman" No. 225**. Roof work on both ends and one side below the deck roof is now virtually complete. The canvas, installed in 1990, was given two coats of paint after all the metal strapping was re-installed. Old paint and tar were removed from the roof ventilators and rope guards, and these were rust treated as necessary, primed, installed, and painted.

The rebuilding of the knee braces and platforms on both ends of the car in 1988 necessitated the dismantling of some interior components. All four of the sand boxes and their hinged lids have been re-installed, as has the one sliding bulkhead door that was removed. One swinging door went back in place easily, but the other had to be glued and

doweled around one hinge to repair a bad crack in the wood, and then reconfigured to eliminate the binding which was the source of the damage. The warped flooring near both doors was screwed and bolted down, so now both doors swing freely as their designer intended.

The wells of all four floor traps were cleaned, and the traps themselves were trimmed as needed to fit correctly. Various parts that had accumulated in the interior were installed or placed in storage.

The newly profiled wheel sets were assembled into the truck frames. Wooden forms were made to enable hammering the copper roof drip guards to their original configuration. They had been badly mangled in the forty-seven years of service the car saw on the streets of Chicago.

**Baltimore Transit Company Peter Witt No. 6144** required repair of a damaged door. One of our members from Baltimore removed the door, repaired the frame, then replaced broken wired glass in this door and others on the car. He also replaced a badly cracked windshield

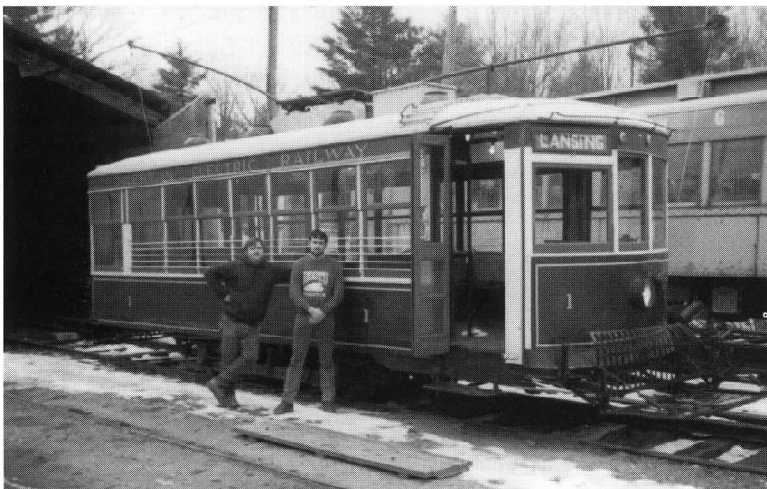
and refurbished its unique windshield wiper unit. Following completion of this work, he cleaned this rare semi-streamlined car which is on exhibit for the visiting public.

Work on the fleet of four-wheel drive Walter trucks progressed in 1991 with emphasis on two restoration projects: **Boston Metropolitan Transit Authority rail crane truck No. 1425** and **City of Somerville No. E-19**. On No. E-19 a broken windshield was replaced and its sash cleaned and painted. A problem in the steering was repaired by tightening a loose front wheel hub. The truck and its crane received a thorough lubrication. A frozen gear case oil filler plug on the crane proved difficult to free — yielding lubricant inside perfectly clean and at the proper level.

The tedious job of painting the cab of No. 1425 was completed in the later yellow MBTA paint scheme. Also, sections of corroded steel on the multiple panel cab doors previously removed were carefully cut away and new sections of steel patched in. After some more minor work and painting they will be ready for installation.

The appearance of **Eastern Massachusetts Street Railway Snow Sweeper No. P-601** was considerably improved with touch up, priming, and painting of peeling body areas.

**Boston MBTA Picture Window PCC No. 3292**, acquired after several years of out-of-service storage, had many broken windows. A group of volunteers replaced all missing or cracked glass except for some small door panes. The interior of the car was cleaned, the exterior rubbed, and the headlight replaced, thus protecting the car and greatly improving its appearance.



*Denver & South Platte Birney No. 1 as prepared for its appearance in filmmaker Spike Lee's movie about Malcolm X. Note the lettering and destination sign placing the car in Lansing, Michigan. The two members shown accompanied the car to Brooklyn, oversaw all preparations, and operated it for the cameras.*

F. Maloney



## Library Report

The year 1991 was one of tremendous growth in the activity and use of the Museum Library. It also marked the fourth year of the project to make the Library accessible to electric railway researchers.

Notably, this year, research assisted by documentation from our Library helped spur the designation of Frank Sprague's pioneering 1888 electrification of the Richmond, Virginia, street railways as an International Engineering Milestone by the Institute of Electrical and Electronic Engineers.

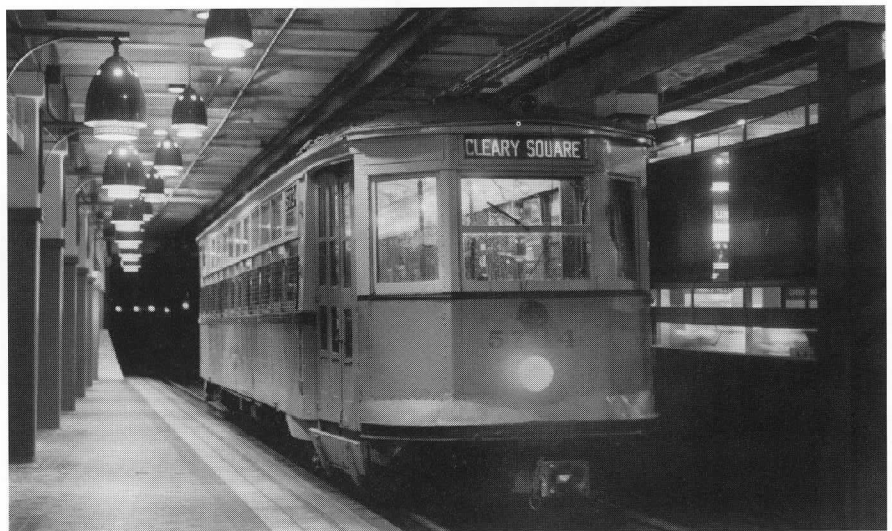
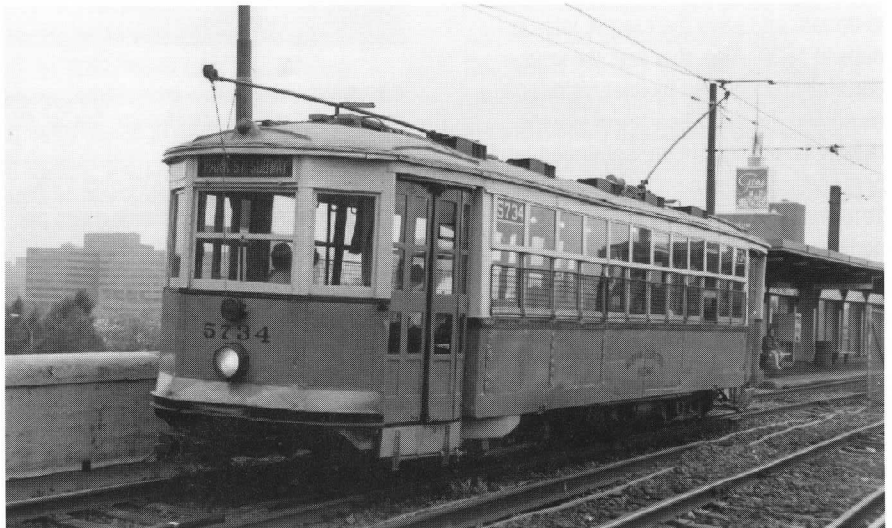
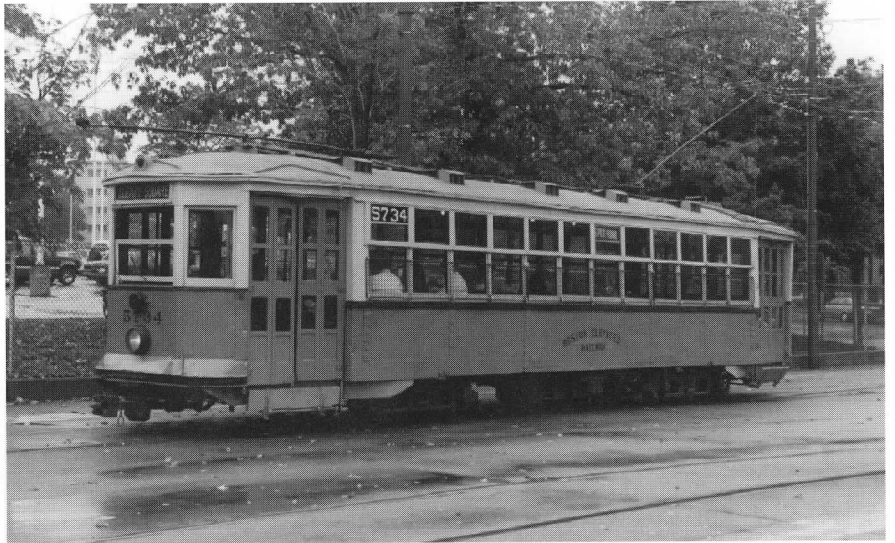
During the year, the Library acquired an IBM compatible computer enabling development in earnest of a catalog system for Seashore's comprehensive collection. With the able assistance of a member with computer skills, a database format was developed that will allow Library volunteers to accession, catalogue, categorize, and print listings of our Library collection. In November, another member donated a 286 MS-DOS computer which greatly increased the speed with which the librarians may complete the task of making the collection readily available.

It should be acknowledged that the loyal support of the Library by all concerned members has been of prime importance in advancing plans for a permanent library building at Seashore.

*Seashore's close relationship with Boston's Massachusetts Bay Transportation Authority has lead to regular loans of equipment — including three cars currently in Boston. Bottom dump car No. 3618 is being used by MBTA track crews, 1903 passenger car No. 475 is undergoing restoration, and Type 5 No. 5734 is used for charters and special events. No. 5734 is shown here in charter service on October 6, 1991. **Top:** The car pauses at the Heath Street Loop in Jamaica Plain. **Middle:** On the Lechmere Viaduct leaving Science Park Station. **Bottom:** Entering Park Street Station on the loop track.*

J. F. Doyle

## Seashore's Collection in Boston



## Exhibit Acquisitions

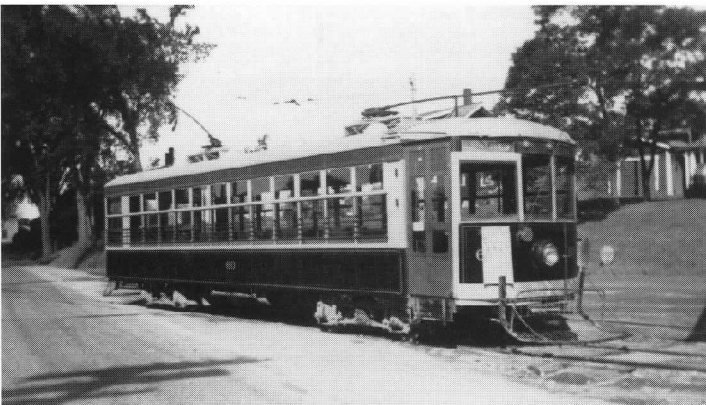
**The Museum received ten major** vehicle exhibits in 1991, plus several, acquired for parts, that were not accessioned to the collection.

The most noteworthy car acquisition this year was No. 18 from Budapest's pioneer subway of 1896. (See article on page 12.) It arrived at the Museum on June 18.

Next in importance among the 1991 acquisitions were three of the famed Philadelphia and Western "Bullet" cars. These were the Brill Company's design to update and save the electric interurbans in 1930. Alas, that was the year generally recognized by later historians as ending the four decades of electric railway supremacy in transportation, and only sixteen Bullet cars were ever built. Ten went to the P&W in 1931, with an additional unit, No. 203, built in 1934 to replace the original of the same number destroyed in a fire. That odd car is one of two accessioned by Seashore.

**Five other Bullets, slightly smaller,** went to New York's Fonda, Johnstown and Gloversville Railway, and were later resold by Brill, under foreclosure, to Utah's Bamberger Interurban. Big Bullets

*Waterville Fairfield & Oakland No. 60 at the Fairfield Carhouse in the late 1930s. The car was previously Plymouth & Brockton No. 400. R. Borrup*



▲ One of Philadelphia's widely known "Bullet" cars waits at the modernized terminal at 69th street, in the traditional colors of maroon with a silver belt rail. This car, No. 7 (later No. 207), came to Seashore in 1991. K. Farrell

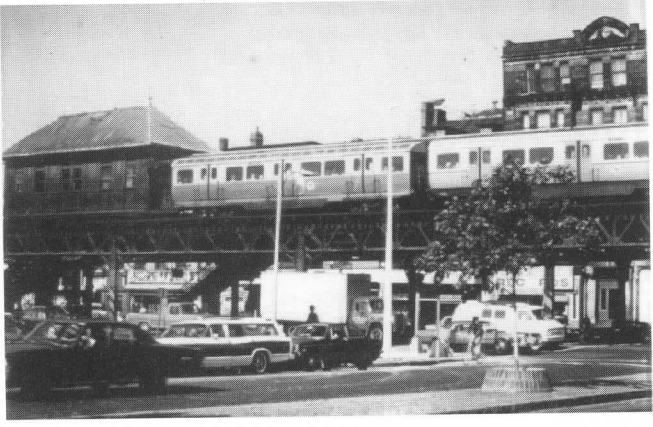
200-209 served on the P&W until 1990. After some five million service miles per car the problems of maintaining these 60-year old vehicles in heavy high speed operation became overwhelming for the Southeastern Pennsylvania Transportation Authority (SEPTA), though two cars remain in Philadelphia for special excursions. SEPTA had taken over the P&W from Red Arrow Lines (Philadelphia Suburban Transportation Company) in 1970; Red Arrow had absorbed the original P&W in 1954.

**There had been some** doubt for a time whether any of these cars would be available for Seashore, since SEPTA is required by law to allow preferential bidding for historic equipment by museums in Pennsylvania. The anticipated interest failed to materialize, so Seashore was able to bid successfully on

Nos. 203, 207, and 208. Nos. 203 and 208 are accessioned as exhibits, and can be run as a two-car multiple unit train. No. 207, wrecked in Philadelphia, will be kept for parts and storage.

**In the process, Seashore members** obtained a number of critical parts to support the restoration of small Bullet No. 127 by the Orange Empire Railway Museum in California. Volunteer crews moved all three of Seashore's cars from Philadelphia by semi-tractor and dolly. Nos. 203 and 208 arrived in August.

The first exhibit to arrive, one of two incomplete cars this year, was double-truck Birney No. 60 of Maine's Waterville Fairfield and Oakland Railway. Curiously, though Seashore has a number of double truck lightweight cars, this is the first that is the standard Birney design stretched to double truck length. Additionally, this car is historically significant for several other reasons. On the WF&O, it ran to the extreme Northeast point of the connected trolley network. From there, one could go by electric



◀ A train of 01100 cars, like Seashore's Nos. 01178 and 01179, visit Northampton Station on Boston's Elevated in 1974. This station was moved to Seashore in 1990, a pair of 01100 cars a year later. J. Teed

railway to Mt. Vernon, Virginia, or to Janesville or Sheboygan, Wisconsin, with only a couple of ferry or short steam road connections.

**Brill built the car in 1922 as No. 400** of the Brockton & Plymouth Street Railway. A corporate reorganization reversed the names not long after No. 400 was delivered, and the Plymouth & Brockton today still operates as a successful commuter and charter bus company — perhaps the only private transit firm in the nation that still calls itself a street railway. No. 400 went to Maine in 1928, when the P&B discontinued rail services, was renumbered No. 60, and ran on the WF&O until final abandonment in 1937.

The company took all of the cars to the Waterville Fairgrounds and burned them, excepting only the body of No. 60, which contractor Harry Farrin bought for use as a portable office at road construction jobs. The car still has a fifth wheel pin for use with a semi tractor, but, because of the lightweight construction and the age of the vehicle, Seashore crews moved it by trailer rather than dolly to the Museum, even though the under-frame appears to be in good condition.

**The owners asked that we supply a boxcar** to replace the car's latter day use as a tool shed, so Seashore crews obtained one from the Bangor and Aroostook at Derby and trucked it to the Farrin yard in Brighton Plantation on May 18. This was a less than easy move

in which we were fortunate to have the services of Master Rigger Joseph Frenette, an old friend and neighbor. The move of the car itself was somewhat easier, coming to the Museum on June 5.

**The very last order of cars built by the Pullman Standard Company** at the former Osgood-Bradley plant in Worcester served to re-equip the old Boston Elevated route from Everett to Forest Hills. In 1957, these cars would follow generally the PCC technology of what had been hoped to be the national post-war state-of-the-art rapid transit cars developed for Boston and Cleveland in

1950. (Orders, for true PCC rapid transit cars, both to St. Louis Car Co., came from these two systems but no one else. Boston Blue Line cars Nos. 0559 and 0562 represent this type at Seashore.)

**The 1957 Pullmans had some improvements**, notably a partial revival of the Cincinnati Curved-Side configuration that would allow a wider carbody to negotiate the narrow platform clearances of the Washington Street Subway. Nos. 01178 and 01179 came to the Museum after the entire 1957 fleet was replaced in 1981. The last segment of elevated was replaced by the below ground Southwest Corridor in 1987. Because the 1957 cars were still in good condition, the MBTA held the cars for a time with the thought of possible other use or resale, but ended up scrapping most in

Harrisburg, Pennsylvania, No. 816, a 1920 product of Philadelphia's J.G. Brill Co. and sister to Seashore's No. 811 is shown heading for 6th Street in the Keystone State's capital city. R. Steinmetz Sr.







◀ Boston Picture Window PCC No. 3292, built in 1952, represents the final step in the evolution of American streetcar design. F. Maloney

1987. No. 01179 arrived in Maine on August 12, followed by No. 01178 on August 13.

**Also from Boston came Motor Crane** No. 0521 and two flatcars, one for parts, but the other accessioned because of its very early wood frame construction. Flat No. 0503 was built in the Boston Elevated Shops in 1901, and came to Maine on August 20. Brill-built Crane No. 0521 of 1916 arrived in Maine August 16.

The Museum acquired Boston Picture Window PCC No. 3292 from the MBTA on October 1. With already accessioned No. 3274, it can operate in multiple-unit train service that is typically Bostonian, and appropriate to Seashore's comprehensive Boston collection.

▲ A utility vehicle arriving in 1991 was this former Boston line truck, equipped with "Road Railers", enabling it to operate equally on road or rails. B. Austin



The acquisition program for 1991 concluded with the arrival of the body of Harrisburg Railways No. 811 in October. The 800 class was the last order of cars ever for the Pennsylv-

nia capital, placed as increased activity on the eve of World War I generated a need for additional cars. By the time Nos. 807-811 were ready for delivery, some time after being ordered in the fall of 1917, wartime labor and material shortages had already slowed things, and railroads were so congested that there was a problem getting the cars to Harrisburg, 73 miles from the Brill plant in Philadelphia. A plan to move them on their own wheels was not carried out, however, and they were finally delivered in May of 1918.

**The last car to run in Harrisburg in 1939** was sister car 815. (Nos. 812-816, last of the class, came in 1920.) These cars were among the last to embody the patented Brill Semi-convertible design, though with a mostly steel body and

arch roof. No. 811 had been preserved in secondary use as a gazebo for catering picnics in a pastoral area, though close to the city, and the moving problems were somewhat compounded by the circumstance that the car sat across a small creek. Mr. and Mrs. Park Hoffman of Swatara, Pennsylvania



▲ An unusual acquisition in 1991 was a large supply of over-the-pavement track, used in Boston to route cars around track construction. J. Schantz

donated No. 811 to Seashore. A volunteer crew delivered the car to Seashore on October 16.

▲ By chance, this 1975 photo captured passenger cars Nos. 01178-79 and crane motor No. 0521 at Everett Shops. All three cars came to Seashore in 1991. D. Cohen



## North Terminal Report



▲  
Seashore's Brantford, Ontario, GMC bus No. 627 stopped at Biddeford Station while on its Christmas rounds.  
R. Kelly

During 1991, no expenditures were made for further development of the right-of-way linking the North Terminal site and the former Atlantic Shore Line right-of-way, although some additional funding was secured. At this time the rough right-of-way is complete, and further expenditures for finish grade would be justified only as the main line extension reaches the Proctor Road crossing.

During 1991, it became likely that the Forest Hills Elevated sections that the Terminal Improvement Fund financed for use on the Richardson Creek crossing would be used in the eventual elevated structure at Northampton Station. If this happens, the Terminal Improvement Fund will be credited for the expense of bringing the elevated sections to Seashore. A simpler concrete culvert crossing has been engineered for the Richardson Creek crossing.

Seashore received additional shares in Biddeford Station Incorporated during 1991,

bringing its direct ownership to 8%, together with the wholly owned right-of-way which was deeded outright to Seashore some years ago.

Work on Great Northern diner No. 1244's electrical

system continues, so that the dining car will be ready to serve as the lounge car for the planned Biddeford Station restaurant operation.

**Biddeford Station also published a Great Northern postcard**, which was introduced at the 1991 Great Northern Railway Historical Society's annual convention. This postcard is for sale in Seashore's Museum Store, after Biddeford Station donated a large quantity of them to the Museum.

▼  
The "Trolley Dog" stand in the Visitors Center progressed in 1991, with newly installed ceiling, wallboard, and lighting, plus improved counters and equipment.  
D. Black



## Museum Store Report

**The Museum Store finished 1991 with on-premise sales of \$109,201** compared with \$95,371 in 1990. The average sale per visitor in 1991 was \$3.09 up from the prior year's \$2.66, a 16.1% increase. Mail order sales in 1991 were \$5047, making the gross store revenue for the year \$114248. These figures are a tribute to the combined efforts of Seashore's volunteer and paid staff.

The interior appearance of the Store was greatly enhanced by the installation of insulation, sheet rock, wood trim, and paint during the winter and continuing into the operating season. Also receiving attention were the areas of the floor that handle the most traffic. They were given two coats of clear sealer to help reduce dust accumulation on the concrete floor. All of this was done by volunteers striving to improve the Store's appearance. St. Theresa's Roman Catholic Church of Sherborn, Massachusetts, donated the tin ceiling from their church prior to a renovation program. Museum volunteers obtained much of it for future installation in the Store. The Museum thanks the Archdiocese of Boston for this donation.

The Store's souvenir stock took a different twist this year with production of a special T-shirt for the increasingly popular *Ghost Trolley* event. Sales of the shirt were successful, as was the Halloween special event.

**A developing trend is the increase in video sales**, which now rival books in sales volume. New titles arrive almost equally in both formats. Further, small add-on sales at the cash register continue to do well, increasing total store volume.

### The Seashore Trolley Museum

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

### Corporate Office

#### Address

New England Electric Railway  
Historical Society  
Seashore Trolley Museum  
Log Cabin Road  
Kennebunkport, Maine

#### Mailing Address

P. O. Box A  
Kennebunkport, ME 04046-1690

#### Telephone

Office: 207/967-2712  
Information: 207/967-2800

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American Association of Museums  
American Bus Association  
Association of Railway Museums, Inc.  
Biddeford-Saco Chamber of Commerce  
Kennebunk-Kennebunkport Chamber of  
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Assistant Curator — Buses and Trackless  
Trolleys

**William A. Pollman**  
Assistant Curator — Rapid Transit Cars

**Joseph F. Corliss**  
Librarian

**Dorothy B. Warner**  
Bookkeeper/Office Manager

**Peter Folger**  
Museum Store Manager

**Judith M. Warner**  
Assistant Museum Store Manager

**Burton B. Shaw**  
Superintendent of Passenger Operations

**Maurice B. Pope, Jr.**  
Assistant Superintendent of Passenger  
Operations

**Jan J. Pillsbury**  
Manager of Publicity and Special Events

**Don H. Gawthrop**  
Conservation Supervisor

**John W. Coyle, III**  
Yardmaster

**Peter G. Wilson**  
Superintendent of Track Construction and  
Maintenance

**John Bay**  
Safety Officer

**Robert F. Hughes**  
Operations Training & Safety Manager

**Robert Ireland**  
Fire Prevention Officer

**Frederick J. Perry**  
Superintendent of Overhead Construction  
and Maintenance

**Chester E. Bishop**  
Superintendent of Communications

**Brian R. Dame**  
Superintendent of Signals

**Lyman B. Hurter**  
Assistant Superintendent of Signals

**M. Dwight Winkley**  
Section Foreman

**David C. Kornechuk**  
Museum Newsletter Editor

**O.R. Cummings**  
Historian

**Daniel R. Cohen**  
Equipment Materials Manager

**William A. Pollman**  
Assistant Equipment Materials Manager

**Donald K. Black**  
Museum Photographer

**Christopher O. Perry**  
Assistant Museum Photographer

**C. Murray Cott**  
Public Relations Representative

**Henry Dickinson, Jr.**  
Public Relations Representative

**James R. Palmquist**  
Public Relations Representative

**Dwight B. Minnich**  
Manager of Collections Development

**William A. & Barbara R. O'Brien**  
Motor Coach Tour Coordinators

**George F. Braun**  
Manager of Brochure Distribution

**Dorothy Braun**  
Assistant Manager of Brochure Distribution

**George M. Sanborn**  
Manager Special Projects

**E. A. Silloway**  
Special Representative — Boston  
Operations

**Ralph L. Day**  
Special Representative

**William M. Dox, Jr.**  
Special Representative

**Yuichi Sakamoto**  
Representative in Japan

**Honorary Officers**

**Henry B. Brainerd**  
President Emeritus

**Alexander V. C. Hamilton, III**  
Past President

**Dwight B. Minnich**  
General Manager Emeritus

**John E. Amlaw**  
Treasurer Emeritus

The audited financial statements for Fiscal Year 1991, as reviewed by the Society's independent auditors are presented on pages 33 through 36. For many years, the Society's books have been audited by Ernst and Young, and its predecessor Arthur Young & Company, through their Portland, Maine office. While the Museum's 1991 audit review was underway, Ernst and Young reached an agreement to close its Portland office, spinning the operation off to a group of the Portland partners. The newly constituted firm, Newman, Noyes & Associates, then completed the audit. The same personnel completed the audit, with the same partner in charge as in prior years. The Museum is confident that the audits have been done in a consistent manner, with no continuity problems due to the firm's restructuring.

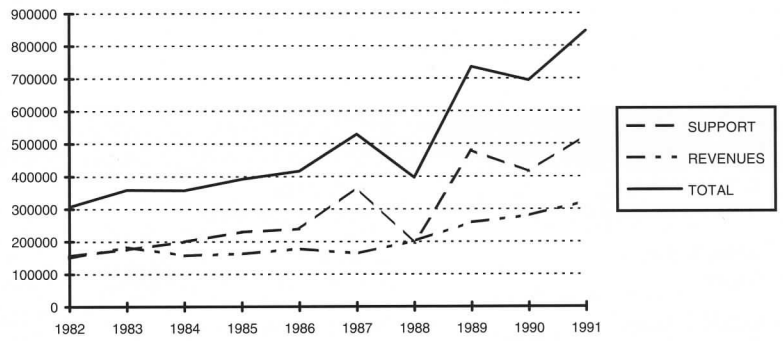
The four charts to the right highlight the 1991 operating results. As Figure 3 shows, attendance increased by 3% to nearly 37,000, reaching its highest level in the past decade. This growth was matched by the increase in revenues, as indicated in the bottom line of Figure 1. Revenues include admissions, store sales, membership dues, interest, investment returns, and miscellaneous items. Support, which includes grants, cash contributions, plus contributions-in-kind and the valuation of volunteer contributed services, also increased to a record level, as shown by the middle line in Figure 1. This growth reflects both increased contributions to the Society plus increased efficiency in the reporting of contributed labor services.

Average income per visitor also increased in 1991 by 19% to \$7.83. Store sales grew by 16%, reflecting successful management efforts in that area. An admission increase contributed to the overall increase as well.

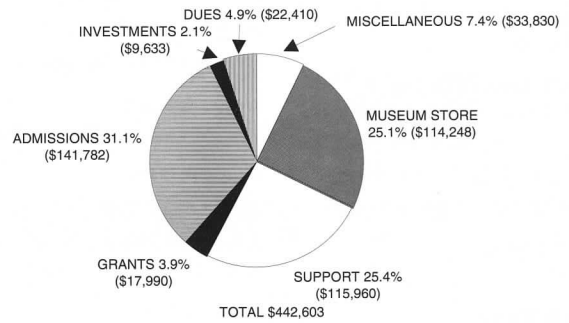
Figure 2 shows the composition of support and revenues, including all categories except non-cash contributions. The total figure for the year was nearly \$443,000. The largest component was admissions, nearly a third of the total, with store sales and support (grants and contributions) each contributing a quarter of the total.

The financial statements as prepared by the auditors provide additional detail. The Balance Sheet as of December 31, 1991 is on page 33. The Statement of Support, Revenue and Expenses, and Changes in Fund Balances (the non-profit equivalent of a Profit and Loss statement) for the year is on page 34. A comparison of Unrestricted Fund Cash Flows for the Unrestricted Fund is on page 35. Finally, the detailed Schedule of Functional Expenses is on page 36.

**FIGURE 1**  
SUPPORT AND REVENUES FROM 1982 TO 1991



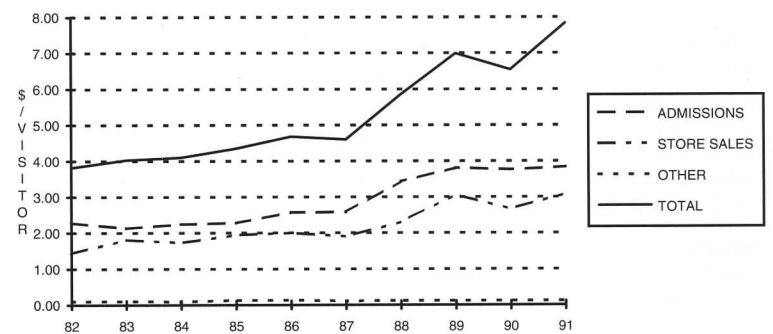
**FIGURE 2**  
CASH SUPPORT AND REVENUES IN 1991  
(including Deferred Grant Income)



**FIGURE 3**  
ANNUAL MUSEUM VISITORS FROM 1982 TO 1991



**FIGURE 4**  
AVERAGE INCOME PER VISITOR FROM 1982 TO 1991





# Balance Sheet

At December 31, 1991	1991				1990
	Current Unrestricted	Current Restricted	Plant Fund	Total	Total
<b>Current assets</b>					
Cash and equivalents	\$ 1,855	\$97,914	\$ -	\$ 99,769	\$ 17,432
Short-term investments (note 2)	38,517	65,723	-	104,240	156,875
Accounts receivable	7,213	-	-	7,213	5,418
Interfund account	1,899	-	-	1,899	17,340
Inventories	50,344	-	-	50,344	39,953
Prepaid expenses	3,991	-	-	3,991	2,214
Total current assets	103,819	163,637	-	267,456	239,232
Other investment (note 2)	68,000	-	-	68,000	29,920
Fixed assets - net (note 3)	-	-	954,867	954,867	921,021
<b>Total assets</b>	<b>\$171,819</b>	<b>\$163,637</b>	<b>\$954,867</b>	<b>\$1,290,323</b>	<b>\$1,190,173</b>
<b>Liabilities and fund balances</b>					
<b>Current liabilities</b>					
Current portion of long-term debt	\$ -	\$ -	\$6,592	\$6,592	\$6,002
Note payable	-	-	-	-	1,000
Accounts payable & accrued expenses	29,092	14,373	-	43,465	36,377
Interfund account	-	1,899	-	1,899	17,340
Security deposit	-	-	-	-	15,000
Deferred income (note 7)	7,220	53,582	-	60,802	15,461
Total current liabilities	36,312	69,854	6,592	112,758	91,180
Long-term debt (note 4)	-	-	117,323	117,323	119,947
<b>Total liabilities</b>	<b>\$36,312</b>	<b>\$69,854</b>	<b>\$123,915</b>	<b>\$230,081</b>	<b>\$211,127</b>
<b>Fund balances</b>					
Plant fund	-	-	830,952	830,952	795,072
Restricted (note 6)	-	93,783	-	93,783	62,514
Unrestricted					
Designated by the Trustees (note 5)	125,956	-	-	125,956	94,997
Undesignated, avail. for general activities	9,551	-	-	9,551	26,463
Total fund balances	135,507	93,783	830,952	1,060,242	979,046
<b>Total liabilities and fund balances</b>	<b>\$171,819</b>	<b>\$163,637</b>	<b>\$954,867</b>	<b>\$1,290,323</b>	<b>\$1,190,173</b>

See accompanying notes to financial statements

## 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, 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.** Contributions are recognized as revenue in the period received. 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 \$282,399 and \$100,449 in 1991 and



# Statement of Support, Revenue and Expenses and Changes in Fund Balances

For the years ended December 31	1991				1990
	Current Unrestricted	Current Restricted	Plant Fund	Total	Total
<b>Support and revenue</b>					
Contributions and bequests (note 1)	\$20,053	\$95,907	\$ -	\$115,960	\$135,384
Contributions-in-kind (note 1)	96,996	10,114	897	108,007	130,258
Contributed services (note 1)	280,968	-	1,431	282,399	100,449
Membership dues	22,410	-	-	22,410	19,759
Admissions	141,782	-	-	141,782	135,221
Investment income	9,546	55	-	9,601	10,625
Unrealized gain (loss) on investments	657	(625)	-	32	2,881
Miscellaneous	33,830	-	-	33,830	10,729
Revenue from auxiliary operation	114,248	-	-	114,248	100,010
Grant (note 7)	3,081	14,909	-	17,990	48,495
Total support and revenue	<u>\$723,571</u>	<u>\$120,360</u>	<u>\$2,328</u>	<u>\$846,259</u>	<u>\$693,811</u>
<b>Expenses (note 1)</b>					
Program expenses					
Curatorial and exhibits	297,258	61,738	18,791	377,787	274,365
Support expenses					
Membership	19,332	-	616	19,948	15,013
General and administrative	213,182	-	6,892	220,074	153,744
Fund raising	38,273	579	-	38,852	3,266
Total support expenses	270,787	579	7,508	278,874	172,023
Auxiliary operation	102,508	-	6,072	108,580	68,317
Total expenses	<u>\$670,553</u>	<u>\$ 62,317</u>	<u>\$ 32,371</u>	<u>\$765,241</u>	<u>\$514,705</u>
<b>Excess (deficit) of support and revenue over (under) expenses</b>	<u>\$ 53,018</u>	<u>\$ 58,043</u>	<u>(\$30,043)</u>	<u>\$ 81,018</u>	<u>\$179,106</u>
<b>Fund balances - beginning of year</b>	\$ 121,460	\$ 62,514	\$795,072	\$979,046	\$799,170
Expenditures for					
Property and equipment	(32,601)	(32,185)	64,786	-	-
Debt retirement	(6,137)	-	6,137	-	-
Other	(233)	5,411	(5,000)	178	770
<b>Fund balances - end of year</b>	<u>\$135,507</u>	<u>\$ 93,783</u>	<u>\$830,952</u>	<u>\$1,060,242</u>	<u>\$979,046</u>

See accompanying notes to financial statements

1990, respectively. Of such amount, \$1,431 (\$1,155 in 1990) was capitalized and the remainder recorded in the statement of support, revenue and expenses and changes in fund balances as support and revenue and allocated to the expenses of the program, support and auxiliary functions which were benefited. The increase in 1991 was due to a combination of increased volunteer services and an enhanced volunteer reporting system.

The appraised value of materials and supplies contributed is recorded similarly, as contributions-in-kind. Such category included \$897 (\$4,458 in 1990) which was capitalized and the remainder charged to functional expenses.

**Short-term investments.** Investments are carried at fair 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



# Statement of Cash Flows - Unrestricted Fund

For the year ended December 31	1991	1990
<b>Cash flows from operating activities</b>		
Excess of support and revenue over expenses	\$53,018	\$91,167
Adjustments to reconcile excess of support and revenue over expenses to net cash (used) provided by operating activities		
Unrealized (gain) loss on short-term investments	3,423	(2,679)
Unrealized gain on other investment	(4,080)	
Non-cash contribution	(34,000)	(29,920)
Changes in assets and liabilities		
Accounts receivable	(1,989)	(4,831)
Inventories	(10,391)	(4,442)
Prepaid expenses	(1,777)	(1,975)
Accounts payable & accrued expenses	4,994	(10,070)
Security deposit	(15,000)	15,000
Deferred income	(4,751)	7,344
<b>Net cash (used) provided by operating activities</b>	<b>(10,553)</b>	<b>59,584</b>
<b>Cash flows from investing activities</b>		
Short-term investments	69,862	(69,082)
Capital expenditures	(32,601)	(10,615)
<b>Net cash provided (used) by investing activities</b>	<b>37,261</b>	<b>(79,697)</b>
<b>Cash flows from financing activities</b>		
Amount (paid to) received from other funds	(19,472)	20,051
Repayment of long-term debt	(6,137)	-
<b>Net cash (used) provided by financing activities</b>	<b>(25,609)</b>	<b>20,051</b>
Increase (decrease) in cash	1,099	(62)
<b>Cash, beginning of year</b>	<b>756</b>	<b>818</b>
<b>Cash, end of year</b>	<b>\$ 1,855</b>	<b>\$ 756</b>

## Supplemental disclosure of cash flow information

Interest paid	\$11,315	\$12,337
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See accompanying notes to financial statements

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 fair value, consisted of the following at December 31, 1991:

Investments	Unrestricted	Restricted
Cash equivalents	\$ 20,070	\$62,459
Common stock	18,447	3,264
	\$38,517	\$65,723

Other investment of \$68,000 represents a minority interest in a closely-held corporation. The primary asset of this corporation is land and a building adjacent to the Society. Such interest is valued at an amount based on a valuation obtained by the donor.

## 3. Fixed assets:

Fixed assets consisted of the following at December 31, 1991:

Fixed assets	Cost	Accumulated Depreciation	Net
Land	\$219,953	\$ -	\$219,953
Land improvements	57,170	27,093	30,077
Building and improvements	574,825	145,503	429,322
Track and wire	207,960	75,267	132,693
Machinery and equipment	164,198	121,854	42,344
Construction-in-progress	100,478	-	100,478
	\$1,324,584	\$369,717	\$954,867

Depreciation expense was \$32,371 and \$29,044 in 1991 and 1990, respectively.

## 4. Long-term debt:

Long-term debt consisted of the following at December 31, 1991:

Long term debt	1991
Notes payable to various members, with interest at 7%, payable in quarterly installments through 2004	\$119,061
Notes payable to various members, with interest at 7%, payable in quarterly installments through 2005	4,854
	123,915
Less current portion	6,592
	\$117,323

Aggregate maturities of long-term debt are as follows at December 31, 1991:

1992	\$6,592
1993	7,120
1994	7,621
1995	8,172
1996	8,766

## 5. Designation of unrestricted funds:

At December 31, 1991, unrestricted funds had been designated by the Board of Trustees for the following purposes:

Board restricted funds	1991
Conservation of collections	\$21,258
Museum development	3,078
Purchase and development of exhibits and displays	10,277
Endowment fund	85,664
Miscellaneous	5,679
	\$125,956



# Schedule 1: Statement of Functional Expenses

1991

For the years ended December 31	1991					1990		
	Program	Supporting Expenses					Total	Total
	Curatorial & Exhibits	Member-ship	G&A	Fund Raising	Total	Auxiliary Operation	Expenses	Expenses
Salaries	\$44,348	\$ -	\$37,213	\$ -	\$37,213	\$ 8,889	\$ 90,450	\$ 71,243
Employee benefits	2,519	-	7,931	-	7,931	-	10,450	10,733
Payroll taxes	4,043	-	3,296	-	3,296	831	8,170	6,725
<b>Total salaries &amp; related exp.</b>	<u>50,910</u>	<u>-</u>	<u>48,440</u>	<u>-</u>	<u>48,440</u>	<u>9,720</u>	<u>109,070</u>	<u>88,701</u>
Contributed services	162,745	5,043	67,184	23,934	96,161	22,062	280,968	99,294
Professional fees	-	-	12,374	5,613	17,987	-	17,987	11,748
Utilities	22,632	612	7,971	2,304	10,887	1,142	34,661	26,262
Postage and shipping	492	2,068	2,248	1,087	5,403	1,587	7,482	5,702
Printing and publications	2,508	9,126	1,784	-	10,910	-	13,418	9,720
Conservation and maintenance	31,975	-	19,002	-	19,002	-	50,977	89,837
Taxes and fees	-	-	1,236	-	1,236	2,077	3,313	2,106
Insurance	10,763	-	5,990	-	5,990	970	17,723	14,923
Advertising and public relations	-	-	13,222	-	13,222	-	13,222	13,302
Travel	561	94	4,726	719	5,539	-	6,100	5,850
Membership fees	-	-	1,365	-	1,365	-	1,365	1,528
Equipment rental	43,606	-	3,905	1,920	5,825	-	49,431	26,933
Supplies	12,364	601	14,829	3,275	18,705	2,009	33,078	13,546
Interest	2,409	-	8,906	-	8,906	-	11,315	12,337
Miscellaneous	18,031	1,788	-	-	1,788	-	19,819	16,374
Cost of goods sold	-	-	-	-	-	62,941	62,941	47,498
<b>Total expense before depreciation</b>	<u>358,996</u>	<u>19,332</u>	<u>213,182</u>	<u>38,852</u>	<u>271,366</u>	<u>102,508</u>	<u>732,870</u>	<u>485,661</u>
Depreciation	18,791	616	6,892	-	7,508	6,072	32,371	29,044
<b>Total expenses</b>	<u>\$377,787</u>	<u>\$19,948</u>	<u>\$220,074</u>	<u>\$38,852</u>	<u>\$278,874</u>	<u>\$108,580</u>	<u>\$765,241</u>	<u>\$514,705</u>

## 6. Restricted funds:

At December 31, 1991, restricted funds consisted of the following:

Restricted funds	1991
Conservation of collections	\$116,465
Museum development	(31,254)
Purchase and development of exhibits and displays	(692)
Miscellaneous	9,264
	<u>\$93,783</u>

## 7. Grant

During the period from 1989 to 1991, the Society received grants from one donor toalling \$125,000 for the renovation and expansion of its museum workshop facility. Expenditures under these grants have been \$14,909, \$48,495 and \$8,014 during 1991, 1990 and 1989, respectively. The grantor, a private foundation, has indicated an intention to make a similar \$35,000 grant in 1992.

Individual restricted funds with deficit balances aggregated \$62,356, including \$51,935 for the acquisition and moving of Northampton Station. Such deficits have been funded by loans from other restricted funds. Future contributions have been pledged, or fund raising campaigns planned, to eliminate these deficits.



# 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, 1991, 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. The financial statements of New England Electric Railway Historical Society, Inc. for the year ended December 31, 1990, were audited by other auditors whose report dated June 21, 1991, expressed an unqualified opinion on those statements.

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 1991 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, 1991 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 was conducted for the purpose of forming an opinion on the basic financial statements taken as a whole. Financial statements for the year ended December 31, 1990 were audited by other auditors. The accompanying additional information (Schedule 1) is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such additional information, except for that pertaining to the year ended December 31, 1990, on which other auditors have expressed an unqualified opinion, has been subjected to the auditing procedures applied in our audit of the basic financial statements and, in our opinion, is fairly stated in all material respects in relation to the basic financial statements taken as a whole.

*Newman, Noyes & Associates*

Newman, Noyes & Associates  
Suite 700  
511 Congress Street  
Portland, Maine 04101  
October 9, 1992



This enlargement of one of the aerial photographs used for topographical mapping shows the main Museum site. The land purchased from John Smith in 1991 is at the lower right hand corner, extending below the visitors center, surrounding the boat yard, and extending off the right edge of the photograph.

James W. Sewall Company