

**NEW ENGLAND ELECTRIC
RAILWAY HISTORICAL
SOCIETY**

1992 ANNUAL REPORT



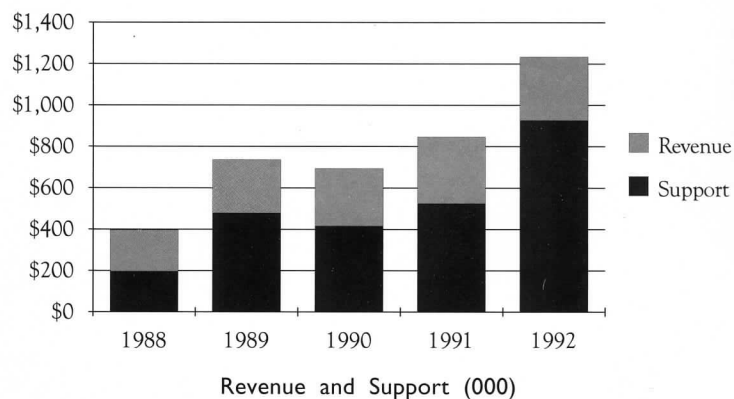
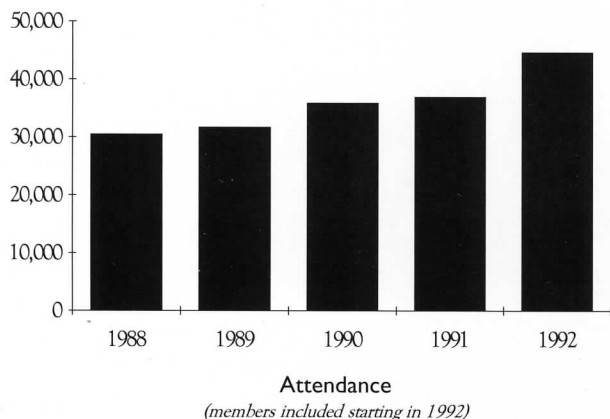
NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY

Founded in 1939 by Theodore F. Santarelli de Brasch

ABOUT THE SOCIETY

The New England Electric Railway Historical Society is a non-profit educational organization which owns and operates the Seashore Trolley Museum in Kennebunkport, Maine. The Museum is the oldest and largest in the world dedicated to the preservation and operation of urban and interurban transit vehicles from the United States and abroad. It has a large volunteer membership and small full-time staff devoted to preserving and restoring the collection, conducting educational programs, and interpreting and exhibiting the collection for the public. Donations are tax deductible under chapter 501(c)3 of the Internal Revenue Service code.

ATTENDANCE AND FINANCIAL HIGHLIGHTS



FRONT COVER

TOP: Seashore's Manhattan representative, Third Avenue Railway No. 631 (ex-Vienna No. 4216), operated at Seashore for the first time in 1992 upon completion of regauging and rebuilding of its trucks, plus extensive electrical and mechanical work. JS

CENTER: A very active project in 1992 was the construction of Talbott Park loop. Here the Museum's track crew drills joint holes for the turnout from the main line. JS

BOTTOM LEFT: Visiting Seashore in 1992 were Mr. McFeeley and the "Purple Panda" from public television's *Mr. Rogers Neighborhood*, shown entertaining a young audience. DC

BOTTOM RIGHT: Three cars under restoration during 1992 in Town House Shop are, from left to right, Third Avenue No. 631; Portland-Lewiston No. 14, *The Narcissus*; and Twin City Rapid Transit No. 1267. JS

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1992 ANNUAL REPORT

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LETTER TO MEMBERS

The severe recession blanketing the country in 1992 was particularly acute in New England, raising the specter of financial disappointment for the Seashore Trolley Museum despite the year's substantial achievements in a wide variety of areas. The State of Maine reported that spending on lodging, a key indicator of travel industry strength, dropped in 1992 for the first time since the state began keeping tourism records. By late in Seashore's operating season, it became clear that the statewide problem meant the Museum's attendance would lag expectations in spite of an aggressive marketing and special events program.

The Museum's annual target is for the combination of public income and unrestricted contributions to exceed operating expenses, a goal which circumstances threatened as the year drew to a close. In response, Seashore launched a vigorous appeal to its members to help avert that potential shortfall. Generous membership support has long been one of the prime underpinnings of the Museum, and this

campaign proved no exception. Over the final months of the year, over 300 Seashore members from 29 states and two foreign countries contributed nearly \$15,000, ensuring the general fund revenue/expense ratio was favorable. To commemorate this outstanding support, a listing of all who gave to the campaign is included in this report starting on page 44.

By covering operating expenses with revenue and contributions, the Museum is able to devote any major grants it receives to development. In 1992, Seashore was fortunate to receive well over \$100,000 in large gifts, making possible future progress in several important areas. Two grants of \$30,000 each came from the UPS Foundation, with a third expected in 1993.

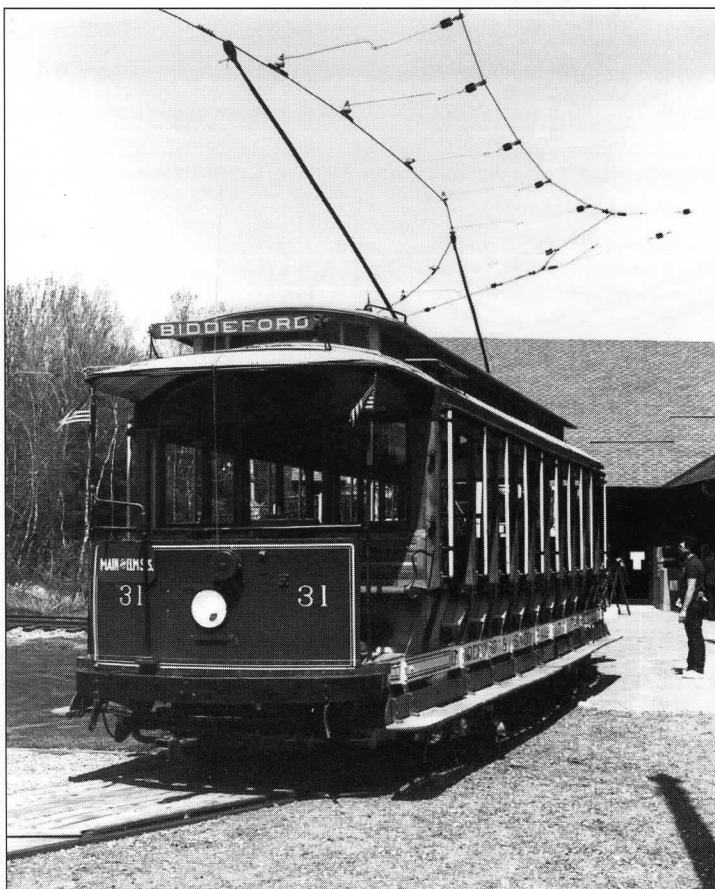
The Casey Albert T. O'Neil Foundation of St. Paul, Minnesota continued its outstanding support of the Museum with another \$35,000 to be devoted to development of the restoration facilities. This annual commitment from the O'Neil Foundation has given Seashore a year-round

shop facility of unparalleled quality and, it is hoped, will soon sponsor an addition almost doubling its size. We maintain our gratitude for this sustained generosity.

During the year, the Society was also notified of a bequest of slightly over \$27,000 from our late member Glen Kidder. Special thanks are due for Mr. Kidder's generous act. Seashore has many loyal supporters who very much want to see the Museum survive and prosper indefinitely. The Museum urges its supporters to follow Mr. Kidder's example and include Seashore in their estate planning. Bequests may be unrestricted for general museum use, or may be specifically allocated to a project or fund. Either way, such foresight can help guarantee the Museum's future success.

The Sutherland Dows Foundation of Cedar Rapids, Iowa, continued building the endowment

THE FIRST CAR: Biddeford & Saco Railroad No. 31 — which in 1939 was the first streetcar saved in a railway museum anywhere in the world — is shown awaiting passengers at the Visitors Center boarding platform. BC



of the Seashore car which traces its roots to the benefactor's family, Cedar Rapids and Iowa City interurban No. 118. This car is the first in the collection to be the beneficiary of a dedicated endowment, for which we again express our thanks to the Dows Foundation.

The Museum moved to broaden its base of support by laying groundwork for future financial support in several areas. First, it deepened its understanding of the limited federal programs which potentially offer support to an organization such as Seashore. We again applied for support to the Institute of Museum Services for a program to support conservation of Lake Shore Electric interurban No. 171 under the Conservation program. Then, later in the year, we applied for a grant to support operations under the same agency's General Operating Support program. Neither was successful, as both programs have become increasingly competitive in the era of reduced federal funding, but our fundraisers are confident that careful reviews of the rejections have paved the way for successful applications in the future.

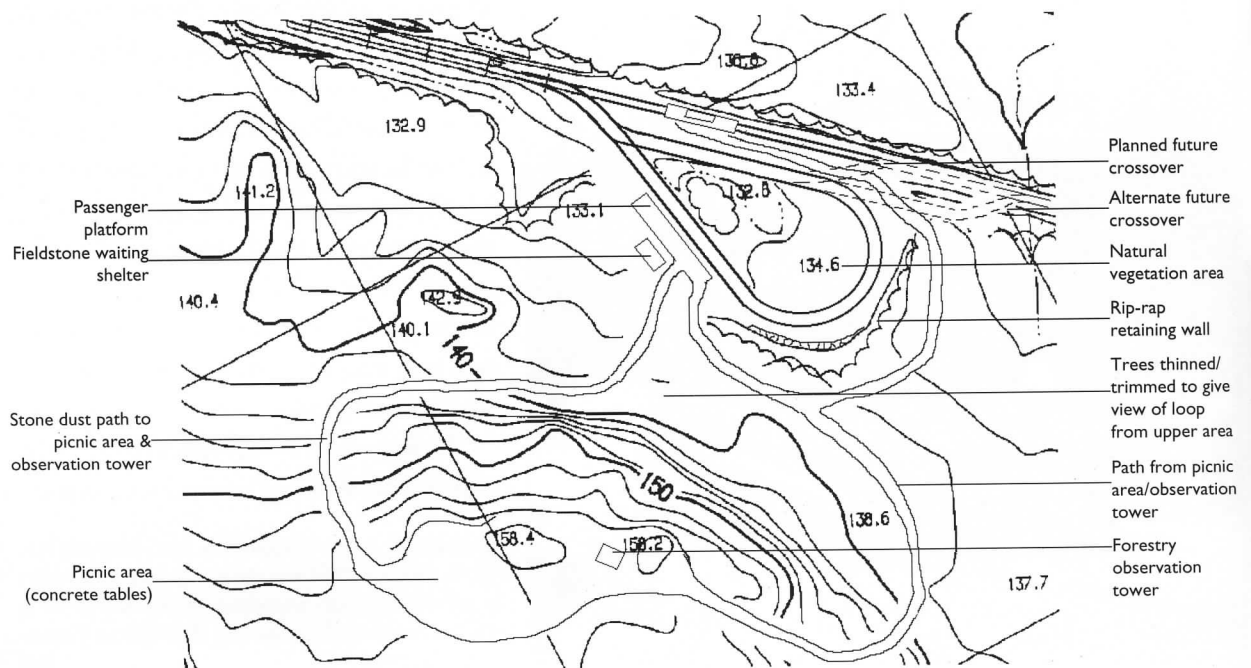
Second, to broaden support in the local community, Seashore began initial steps toward an annual funding campaign among local friends of the Museum and suppli-

ers. In August and October, the Museum hosted receptions for this audience in the Visitors Center, featuring rides in newly restored New Orleans No. 966 and Liberty Bell interurban parlor car No. 1030. As many as 70 attended each affair, including local community officials and officers of area historical societies. Additionally, throughout the fall, museum representatives began calling on potential supporters to suggest they include Seashore in their annual giving plans. A key argument is the growing economic impact of the Museum and its visitors on the community, a total which is now estimated to exceed \$1 million annually, with a multiplier effect of at least two- to three-fold.

Around the Museum, activities in 1992 reflected the growing emphasis in recent years on improving interpretation and exhibits for the visitor — both in the short term and the long term.

Leading the effort during the year was the continuing development of Talbott Park, the reversing loop and park facility under construction at the current end of the main line. When completed this facility will not only allow the Museum's many single-ended cars to be turned around at both ends of the line, but will serve as a destination where

TALBOTT PARK CONCEPTUAL OVERVIEW: This sketch was prepared by the Long Range Planning Committee to summarize current plans for developing the park.





passengers can disembark, walk through the scenic woods, and perhaps enjoy a picnic.

In 1991, the loop site was rough graded. In 1992, the site was brought to its final profile after careful surveying and site preparation in compliance with environmental requirements, all under the steady hand of the Museum's expert heavy-equipment crew. The only major snag came as granite ledge was found to extend above the roadbed at two points, necessitating some unanticipated, but rather spectacular, blasting. Soon thereafter, the loop roadbed was smoothed to its final configuration.

Seashore had acquired a lightly used track loop from Boston some years ago, but it was of too tight a radius for Talbott Park. As such, the Museum's Track Department negotiated with the Massachusetts Bay Transportation Authority (MBTA) to undertake re-bending the rail to the proper radius at a favorable rate, a project which was complete by mid-year,

The Museum's membership has supported the Talbott Park project enthusiastically, contributing over \$10,000 to ensure its progress. Outside support was generous as well. ERICO, Inc. of Solon, Ohio, donated 290 rail bonds to equip the loop. Tilcon, Inc., of New Britain, Connecticut for the third consecutive year donated a large supply of crushed rock, this time enough for the entire loop. Koppers Industry helped as well, offering 450 ties at a very favorable

TALBOTT PARK—1992

TOP LEFT: The loop roadbed after rough grading. Ledge was found to protrude through the surface at points to the left rear and right rear.

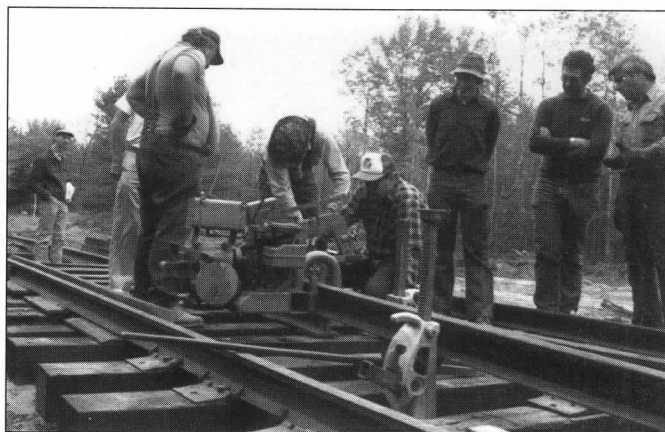
TOP RIGHT: The scene immediately after blasting shows that the obstacle was successfully removed.

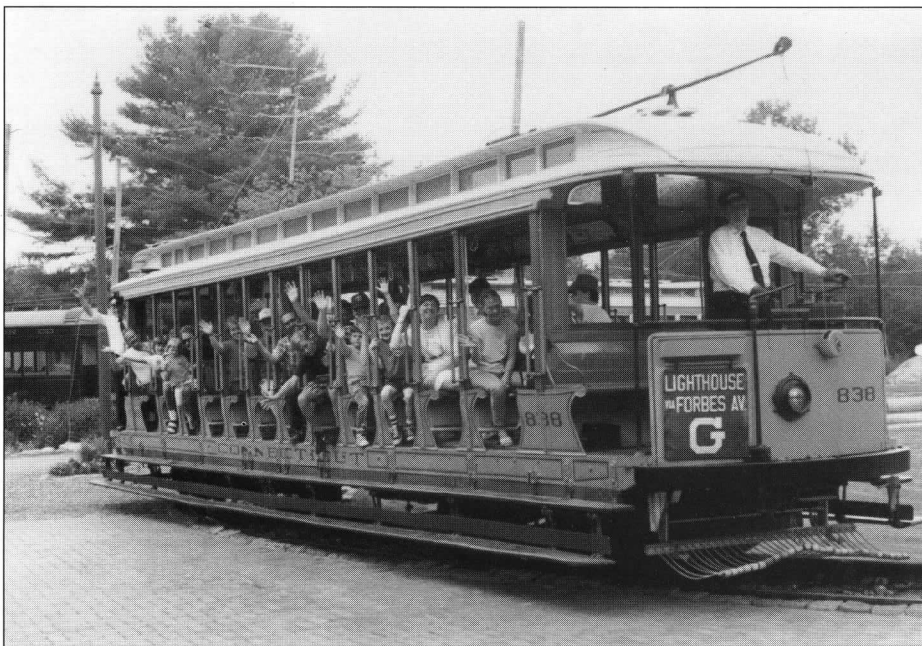
SECOND RIGHT: A gasoline powered saw cuts a closure rail for the switch from the main line.

THIRD RIGHT: The Burro crane unloads switch timbers, as viewed from the loop right-of-way.

BOTTOM RIGHT: The switches leading to the loop as they appeared at year end.

JS





SUMMER COMFORT: Ever popular with modern day visitors, Seashore's venerable open cars faithfully recreate turn-of-the-century "air conditioning." SN

discount. The Museum thanks all of these supporters for their vital assistance.

Seashore's dedicated track crew kept working at Talbott Park until the December cold and snow finally stopped them. By year end, the track switch from the main line to the loop was complete, and the second, which forms the point of the loop, was mostly done. Many of the poles which will support the overhead wire had been erected. The new year should see major progress toward completing track and overhead wire for the loop.

Numerous improvements around the grounds helped



enhance the Museum's public appearance. A group of volunteers finished landscaping the island in the plaza between the Library and South Boston carhouse, incorporating shrubs and flowers in an attractive arrangement. Boy Scout troops from both Pittsfield and Dorchester, Massachusetts helped with further landscaping around the Library. The area between the path and track leading to the Restoration Shop from Riverside carhouse was cleared of spare parts and graded, in preparation for the new south visitor access stairs to be constructed in 1993. Of great visual impact, an energetic group of volunteer

gardeners planted perhaps the best assortment of flowers in the Museum's history around the center of the Museum grounds.

Another project has as its goal both improving a previously unsightly area and offering an important new exhibit for the public. This is the project to place on display the State-Of-the-Art Cars (SOAC), the two federally funded experimental rapid transit cars built by St. Louis Car Company in 1972, which were the last cars built by that famed builder. Volunteers are building a new track between the Highwood lead and Riverside carhouse, where the two cars will be visible and readily available to the public. In 1992, drainage ditches were improved and attractively lined with stone, the site was graded and seeded, stored rail was removed, and track construction begun. This project should reach completion in 1993.

In the Visitors Center, improvements enhanced both public and working areas. In the Orientation Room, the restoration of the vestibule display of Rhode Island Company car No. 1703 was completed, so young visitors may sense how it feels to stand in the motorman's position and operate the controls of a streetcar. An expert modeler, Mr.

VISITORS CENTER LANDSCAPING: A combination of volunteer and paid staff kept the flower beds surrounding the main entrance thriving with a colorful variety of plants. JS



LIBRARY SQUARE: The open area between South Boston carhouse and the Library was improved in 1992 with completion of this landscaped island. TSdeB

George Rahilly, donated 13 beautiful half-inch scale model street railway and rapid transit cars, adding to a previous donation, and forming the nucleus of an operating model line to be built in the Museum Store.

Upstairs in the office area, construction of a new office for the store was begun, to enable year-round work without heating the entire inventory storage area. Late in the year, a major expansion of the Museum's general office area began with the help of student work crews from Future Builders, Incorporated (FBI). Working with Seashore for the fourth year, this innovative program both accomplishes important projects and serves as part of Seashore's educational offering. The program is funded by local school districts and employs students who have difficulty functioning in the traditional classroom environment. It develops practical skills so that the students can ultimately either enter the workplace or return to school. In 1992, the FBI crews undertook roof and door repairs to the old power station, now used to house grounds maintenance equipment, then built new stairs leading to the library storage box car. Late in the year they began the badly needed office expansion project upstairs in the Visitors Center.

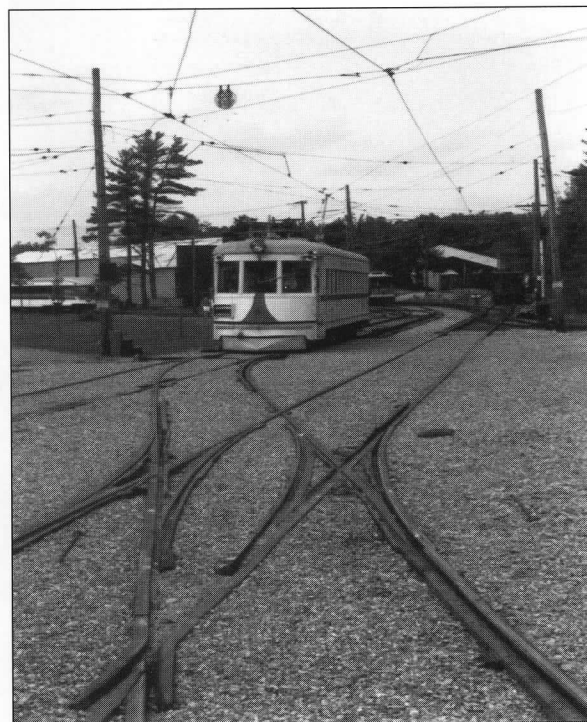
Taking a longer term perspective on public-oriented improvements, the Society's Long Range Planning Committee completed its second year of operation. The committee had been established by the Board of Trustees in 1991

UPGRADED PLATFORMS: Crushed rock in the Arundel Station area was extended beyond the double slip switch in 1992 improving both walking safety and appearance. JS

after the first *Winterthink*, a professionally facilitated off-site planning session of Seashore members, which had defined broad goals for development of Seashore's interpretation. In late 1991 and early 1992, the committee, aided by Larrabee Associates Architects Inc. of Cambridge, Massachusetts, developed three alternative conceptual designs for the resultant Seashore Village. This

plan calls for recreating a period village served by streetcars in the center of the Museum.

In March of 1992, *Winterthink II*, the second all-day planning session drew nearly 50 members who enthusiastically reviewed the alternative plans. In attendance were the principals of Davidson-Peterson Associates of York Beach, Maine, nationally known specialists in marketing for historically-oriented attractions. Also present were representatives from the Arundel Planning Committee, and several community leaders. The result of the meeting



was to endorse seeking funding for a more thorough feasibility study of implementing the Seashore Village concept over the long term, with an increased emphasis on improving interpretation for the visitor and improving storage for exhibits and material in the short term.

Consequently, committee members filed a comprehensive grant application for \$90,000 with the National



Endowment for the Arts (NEA), under their Design Arts Program, soliciting their support for the design and feasibility study of Seashore Village. As this program normally funds only about 15 percent of its applicants, and as this was certainly a most unusual request for NEA support, we were not surprised to receive initial word of rejection of the grant. However, late in the year, the NEA announced that some irregularities in the grant award process were causing them to reconsider all applications, so at year end, Seashore's application was again under review.

Other planning activities included completion of the aerial survey and topographical mapping project begun in 1991. The Museum now has detailed contour maps, derived with computer assistance from aerial photographs, of all of its holdings from the Museum entrance through the two-mile long corridor to Talbott Park. The result is both printed maps plus representations of the maps on disk, which can be used with computer aided design systems. Seashore volunteers have worked to superimpose the Museum's property lines and the town boundary on the maps, a theoretically simple process that turned out to be enormously complex due to the many deeds making up our holdings and the flawed surveying techniques used to lay out these parcels two centuries ago. This project included support from Kennebunkport and Arundel town officials, who found that a number of tax maps incorrectly located the town border, which runs along Seashore's main line right-of-way, and who have consequently now corrected their official maps. Research confirmed that the former Atlantic Shore Line right-of-way is in fact in Arundel. The final project phase is to add wetlands identification to Seashore's topographical plans, an effort planned for the Spring of 1993.

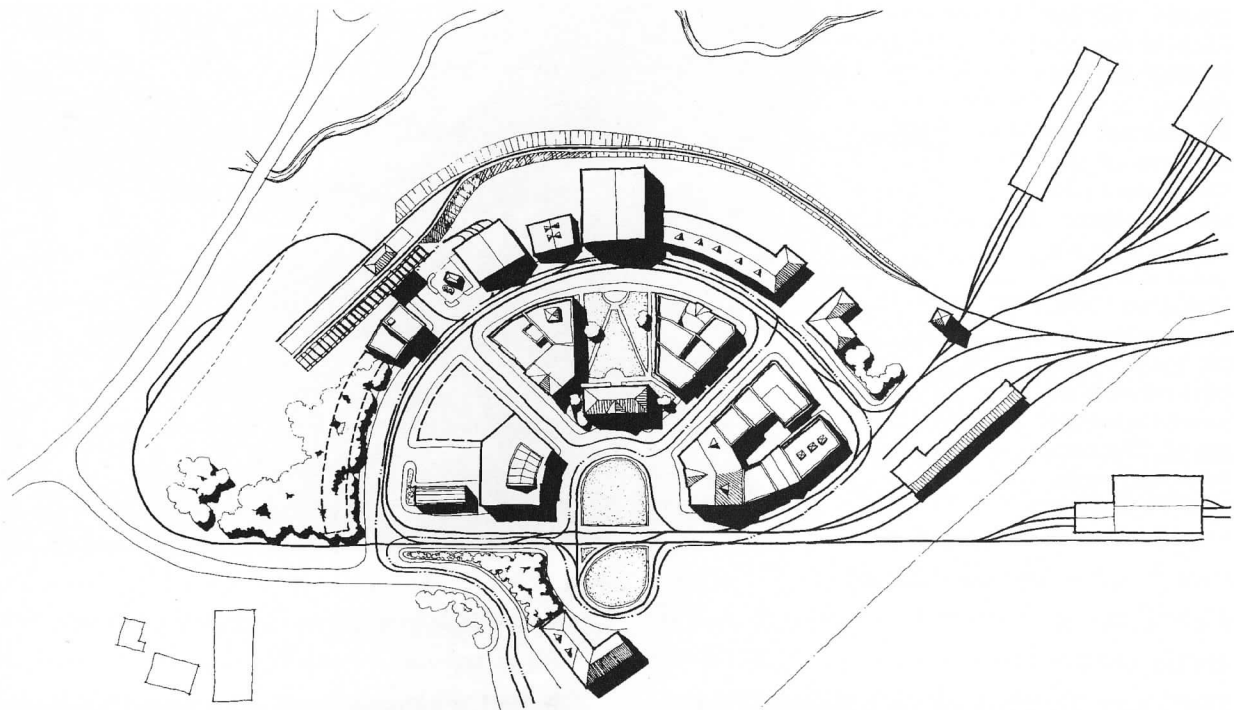
Several major projects to improve exhibit and parts storage received attention from the Planning Committee.

STATE-OF-THE-ART CARS DISPLAY TRACK

TOP LEFT: Seashore volunteers readily tackle tasks no matter how dirty the conditions, here laying a drainage line under the display track site.

MIDDLE LEFT: A crew bends the rail leading to the SOAC display site next to Riverside carhouse.

BOTTOM LEFT: The first stretch of track includes chairs to support a sample section of (non-energized) third rail. JS



SEASHORE VILLAGE: A site plan prepared by Larrabee Associates Architects of Cambridge, Massachusetts, working with the Long Range Planning Committee shows how a town setting could be used to interpret Seashore's collection. SL

The next major carhouse site, to the north of Fairview, and west of the main line, was the focus of study, and soon will be the subject of a major funding campaign. The large storage building to be constructed there will be named Bennett Street carhouse, in memory of the well known facility once located along the Charles River near Harvard Square, Cambridge. The building is planned to house 30 to 35 vehicles, and will be designed and constructed so as to minimize humidity. Initial soils test found that depth of clay on the site means that a special foundation design will be needed. It is hoped that in 1993 further geotechnical surveys can be carried out to determine the ideal foundation, after which design and cost estimates can be completed, as a prelude to the start of fundraising.

The Planning Committee, with the contributed help of an engineer from transportation engineers T. K. Dyer of Lexington, Massachusetts, also designed a combined rapid transit yard and materials storage area to be built east of the main line and north of the shop. This yard has

been laid out so as to use the track layout from the former Forest Hills Elevated yard in Boston, which was obtained some years ago. The yard will be configured so as to enable eventual construction of a carhouse over the track to provide covered storage for Seashore's important collection of rapid transit cars. At the suggestion of Mr. Charles Misk of New York City, who made a \$10,000 contribu-

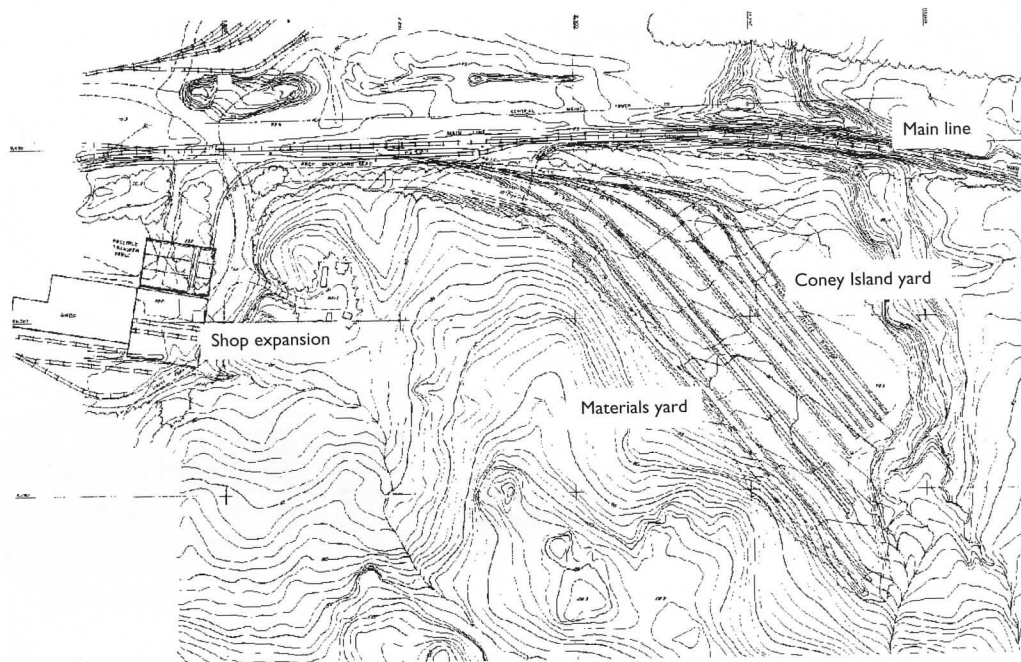
VILLAGE STREET SCENE: An artists conception of the view along a typical Seashore Village street with Northampton Station in the distance. SL



CONEY ISLAND

YARD: An engineer working with the Planning Committee generated this site plan of the Coney Island yard and related Materials yard. Note the outline of the shop expansion with transfer table at the left. The yard leading to Fairview car-house is at the upper left. The main line runs across the top of the drawing.

RM



tion to enable construction of the fa-

cility to begin, it will be known as Coney Island Yard, to commemorate the major New York rapid transit shops of the same name. We thank Mr. Misek for both his generous contribution and for the name recommendation, both of which have been enthusiastically welcomed at Seashore.

On the east side of the rapid transit tracks, well away from public view, the design calls for open area with widely spaced track to form a permanent materials yard, where track material and heavy parts arriving at the Museum can be unloaded from trucks by rail cranes, and where large items can be stored without becoming an eyesore. Construction of the Coney Island yard is scheduled to begin in 1993, as soon as necessary state permits are issued.

PARTS STORAGE: This newly graded site in the materials area east of the shop will hold up to eight 40-foot containers stacked two-high to offer secure parts storage. JS



In 1992, construction began on a permanent facility for small parts storage, a continuing need at Seashore. To date, most parts have been stored in railroad boxcars, in cars acquired for parts, in cars awaiting restoration, or, in too many instances, outside. To provide better storage, and to handle the growing quantity of vital parts which have arrived in recent years, the Museum's Parts Department worked with the Planning Committee to identify an area where up to eight 40-foot shipping containers can be placed, stacked two-high, to provide accessible and secure storage. The area, in the materials area east of the Shop, was cleared and graded by museum crews, then covered with crushed rock. The first container was in place by year end, with more to come in 1993.

Plans also advanced for constructing a materials warehouse, located between the new container area and the shop, to handle larger items such as traction motors and control equipment. It is hoped that selective sales of surplus material, being negotiated at year end, will provide funds to build this facility in the near future.

Also receiving more planning attention in 1992 was the possible incorporation of the Wells Auto Museum, partially or completely, in the Seashore Village concept. Representatives from the Wells museum participated in Seashore planning sessions and could see the synergy of joint



ELDERHOSTEL AT SEASHORE: A weekly activity in 1992 was a visit from the University of New England's Elderhostel program. Here the Museum Director addresses a class aboard an open car. SN

interpretation of historic transit vehicles and automobiles. Planned for 1993 are discounts for attendees of either museum at the other, and an exchange of displays at each site. This is planned to include the exhibit of a Stanley Steamer from the Wells collection in Seashore's Visitors Center, and an exhibit including some of Seashore's half-inch scale streetcar models at Wells.

One of the essential, though unglamorous, activities to arise from the planning efforts was a clear understanding of the stringent zoning and environmental requirements for essentially any construction around the property. The unregulated days of the 1950s and 1960s are history, when Seashore simply decided on the site for a structure, then built it. The thrust of current regulations is the effect development will have on waterways and wetlands. By year's end, our consulting engineers, Stevens, Morton, Rose & Thompson (SMRT) of Portland, were engaged for an approximately \$20,000 project to secure permitting for some past projects, and to cover planned development in the shop, the carhouses, materials storage areas, and Talbott Park. We thank SMRT for their great interest in Seashore, their careful guidance, and the below-market rates they are charging us.

On the advice of SMRT and state environmental officials who visited, Seashore volunteers

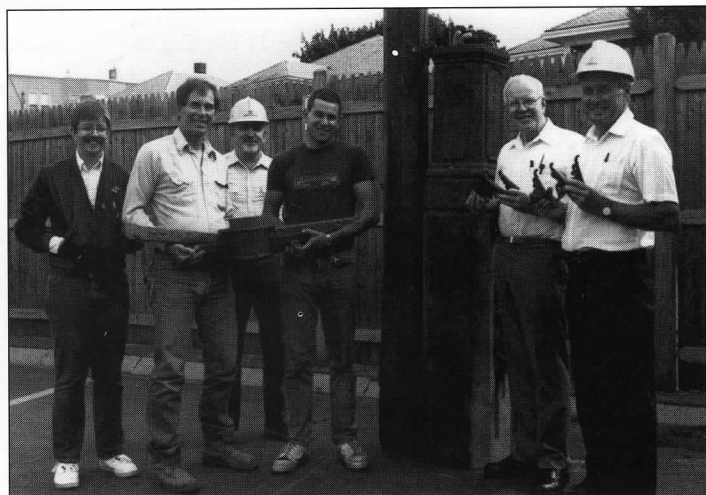
worked to improve drainage and minimize soil erosion at a number of sites around the property, aided by the timely and generous donation of concrete culvert pipe by New England Concrete Pipe of Westfield, Massachusetts.

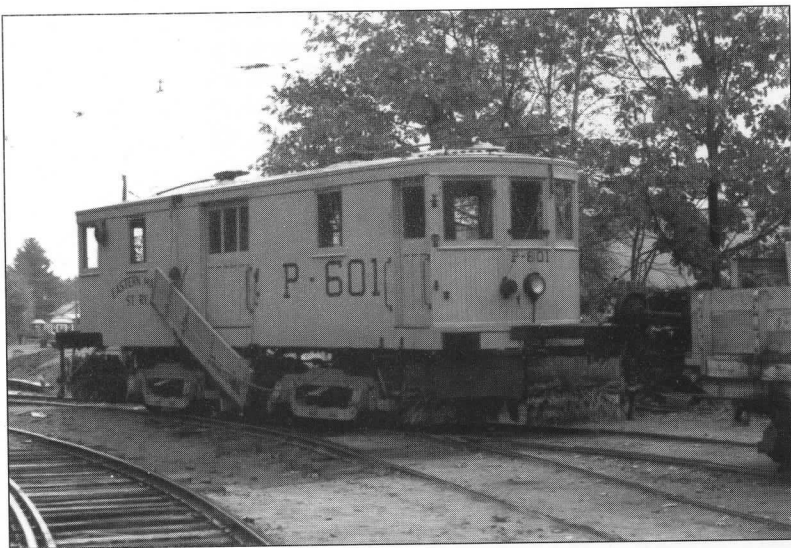
As the year ended, the Planning Committee was turning its focus to improving interpretation for visitors in the time before any new major facilities

are built. Planning for *Winterthink III*, scheduled for March 1993, focused on developing programs and training to implement in 1993 which will improve the opportunity for each Seashore visitor to understand the vital role public transportation played in the history of 19th and 20th century America.

As detailed in the Publicity and Special Events report on page 17, Seashore's marketing and special event planning crews had an especially active year in 1992. Highlights included the release of filmmaker Spike Lee's epic movie *Malcolm X*, which featured brief but repeated appearances

HISTORIC STREET LIGHT: Boston Edison officials are shown donating a very rare and interesting street light, the last known model 1000-H, to Seashore representatives. The lamp will be a worthy addition to the planned Seashore Village. BE





EASTERN MASSACHUSETTS STREET RAILWAY No. P-601: The Museum's well-traveled double-truck sweeper visits the shop late in the year to be readied for winter service. The car served in Massachusetts, New York City, and Toronto before coming to Maine. JS

by Seashore's Denver Birney car No. 1, masquerading as the Lansing, Michigan car which was involved in a fatal accident with Malcolm's father. The sequence was filmed in late 1991 in Brooklyn, with the car running on railroad track in a cobblestone street, powered by a portable rectifier designed and built by Seashore members, and under trolley wire installed by the filmmaker's electricians at our crew's direction. Stories featuring Seashore's role in the film appeared widely in Maine and elsewhere.

Other 1992 highlights included the third annual visit by Vidbel's Olde Tyme Circus, jointly sponsored with the nearby Portside Rotary Club; a visit by Mr. McFeeley, the postman on Public Broadcasting's *Mr. Rogers Neighborhood* television program; Maine Antique Power Equipment Day featuring a wide range of early powered tools and

machines; Moxie Day, made possible by a \$2,500 donation from the Monarch Corporation; and the annual *Ghost Trolley* event at Halloween.

A special educational program was our new relationship with the Elderhostel program run by the University of New England in Biddeford. Each week throughout the season, 40 to 90 students visited Seashore, and consistently rated the visit as a highlight of the program. This successful program will continue in 1993.

The year-round conservation program in Seashore's restoration shop continued to evolve in 1992. As detailed in the Vehicle Conservation report on page 20 and the Volunteer Conservation report on page 26, the program moved to an even higher level of professionalism and productivity. The permanent staff now numbers five to six, and is made up of highly skilled, dedicated employees.

As mentioned earlier, the shop facilities continue to evolve thanks to the steady annual funding by the Casey Albert T. O'Neil Foundation of St. Paul, Minnesota. This support has enabled planning to advance on a program to double the size of the shop by expanding it to the rear. The fact that there is a constant backlog of volunteer projects vying for shop space underlines how critical the space shortage is to continued restoration progress. With the help of the engineers at SMRT, planning for the shop expansion project was underway at year end.

As always, the emphasis on safety and proper handling of materials received attention, with Seashore's insurer conducting hazardous materials training for both employees and volunteers, and with the acquisition of a 35-foot insulated container for storage of flammable and sensitive materials. The shop also benefited from the donation of a



BUSES ON DISPLAY: This unusual lineup was arranged in honor of the visit of a group of bus enthusiasts who arrived in the articulated Golden Eagle second from the left. The other buses, from Seashore's collection, are London No. RTL 1628, Brantford, Ontario No. 627, the Ford Transit, and Middlesex & Boston No. 192. JS



REUNITED IN MAINE: Liberty Bell No. 1030 passes former Philadelphia & Western Bullet No. 208. Until 1950 these cars shared the rails between Philadelphia and Norristown. JS

The other major function of the shop is to perform running maintenance on the cars in Seashore's passenger fleet, and in 1992 this program was particularly intensive. Improved inspection standards and record keeping helped uncover and rectify a variety of undiscovered problems, and now ensures the safe continued operation of Seashore's cars.

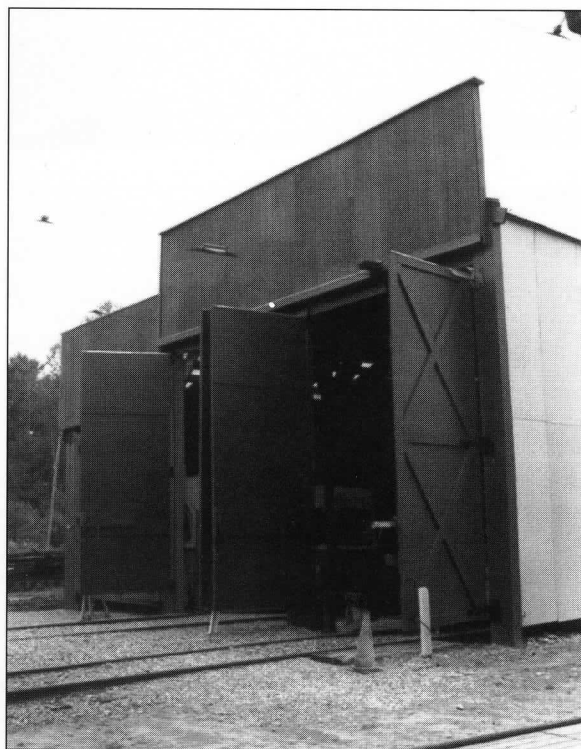
32,000 pound capacity air bag jack by OTC Power Team, a tool which greatly eases the many heavy lifting tasks undertaken in the Shop. Our thanks to OTC for this valuable contribution.

Once again in 1992, the restoration program was one of the most active and generously supported activities at Seashore. Total expenditures in the Shop exceeded \$100,000, nearly \$60,000 of which was donated by members and friends. This generous support is deeply appreciated by the Society, and it ensures that this vital program continues 12 months a year. Several major projects continued in 1992: Twin Cities "Gate Car" No. 1267 advanced considerably and was resplendent in its chrome yellow by year end. Highlights in the extensive rebuilding of Cleveland center entrance car No. 1227 included major progress in renewal of the roof and flooring. The contract rebuilding of electric parcel van No. 4040 for United Parcel Service also proceeded with the fabrication of many new wood and steel parts.

Also progressing were Bay State deck roof car No. 4175, Wheeling curved-side No. 39, Third Avenue Railway (New York City) No. 631, Boston Red Line tool car No. 0553, and newcomer to the shop, Connecticut Company railroad roof car No. 1160.

RIVERSIDE PROGRESS: Completed during the year was installation of new doors and a new gable at the south end of Riverside carhouse. Fabrication of the doors had been made possible by a federal Institute of Museum Services grant. JS

An important area of museum administration to receive extra attention in 1992 was the area of financial control and reporting. Early in the year, our long-time Treasurer/Comptroller Jeffrey N. Sisson retired from the position after many years of dedicated service in this complex and demanding area. A member of our operating department, Douglas Stewart, a CPA and Controller of the Portland Water District, immediately volunteered to fill the vacancy,



and pledged to undertake fully automating Seashore's largely manual accounting system.

Aided by the contributed services of the local accounting firm of Kohut and Kohut, whose principals soon signed up as members, the Finance Department surveyed available software which would meet the complex strictures of Funds

BERLIN SCENES: In 1992, Seashore received these excellent views of our Berlin car, No. 3412, in operation three decades ago. Streetcar service in West Berlin ended in 1967, but continues in East Berlin. Since reunification, plans are in progress to re-extend several lines from the East system into the former West Berlin. **UPPER:** No. 3412 laying over at the end of route 78 on Lindenstrasse in Berlin-Lichterfelde-Süd on April 7, 1963. **LOWER:** In Charlottenburg, on Masurenallee in front of the Haus des Rundfunks (Radio house) on July 11, 1963. SH



Accounting as used by non-profits such as Seashore. Surprisingly, the mechanics of accounting for a relatively small museum operation can be considerably more complex than for a commercial firm many times its size, thus requiring specialized computer systems. Our financial team did in fact locate a very good system, and aided by donations from Trustees, officers, and active members, were able to purchase both hardware and software with no impact to the unrestricted fund.

By year end, the arduous task of implementing this software was well along. When fully operational in 1993, the new systems will both reduce labor and make timely reports more readily available.

The Operations Safety and Training Committee continued to refine its program in 1992. In addition to planning and administering the program to train and test the more than 100 volunteers who operate cars for the public, the committee has been working to improve the training program, its materials, and to extend training beyond safety and into interpretive techniques. In 1992, the committee introduced three thoughtfully written and professionally presented publications: an *Operating Rule Book*, a *Procedures Manual*, and a *Guide to the Operating Fleet*. All of these were written by Seashore volunteers, with valuable input from our colleagues at the Baltimore Streetcar Museum and the Illinois Railway Museum.

Seashore was able to afford to print these publications due to an unusual program run by the Maine State Correctional Center in Windham, which has a print shop used to train inmates in job skills. All three of these books, plus a variety of other publications, were printed very professionally by this shop using camera-ready copy produced by the Museum, essentially at the cost of the printing material only. We thank the Correctional Center for their support, and hope to continue to use their valuable service in the future.

The Operating Department benefited in 1992 from a presentation by the Society for the Preservation of New England Antiquities covering interpretive techniques, an area of growing interest to everyone at Seashore. Also of great practical help in the year, was the donation of radio equipment including a base station and five new portable



units by the Museum's Superintendent of Passenger Operations. His generous donation was matched by a further donation of five radios by the Maxon Company of Kansas City, Missouri.

Improvement in the Museum's carhouses continued in 1992. The new doors and facade at the south end of Riverside were completed during the year, yielding both a more pleasing appearance and better protection for the cars inside. The application of sheathing to the rear of Fairview was also completed during the year, enhancing the protection it provides to cars. Cost estimates for the planned two-track lean-to addition to the west side of Fairview were prepared, showing that due to the need to correct some foundation deterioration along the existing wall, the construction will cost somewhat more than was hoped, likely running between \$40,000 and \$50,000 to cover approximately 12 cars. Environmental permits for this project were filed late in the year. If funding allows, construction could begin as soon as late 1993. The Museum earnestly solicits

NORTHAMPTON STATION REASSEMBLY: Seashore's volunteers spent many hours in 1992 welding the steel supporting structure back in place under the station. JS

support from its members and friends for this essential addition to covered storage.

Though the main thrust of the Museum's Track Department in 1992 was construction of Talbott Park, a variety of other projects advanced as well. The crew removed and transported to Seashore 1400 feet of 85 pound rail from Portland. The Museum benefited from another generous donation from our good friends at the J. F. White Contracting Company of Newton, Massachusetts, comprising three trailer loads of relay ties. The project to rebuild track in the Arundel Station area, funded by a contribution from one of our Trustees, was completed, including spreading crushed stone to improve both the appearance of the area and its safety as a walking surface.

The reassembly of Northampton Station from Boston's elevated Orange Line continued in 1992 as did fundraising for the project. Payne Building Movers, who guided the complex move of the station from Boston to Maine in 1989 and 1990, returned to position the steel truss and bent sections, which had been removed for transport, back in place under the station. Volunteer crews then began the long task of welding the huge pieces back together.

Northampton Station received major financial support as the Board voted to dedicate \$10,000 of the first United Parcel Service Foundation grant to the project after two Trustees offered to double match that amount with contributions and pledges totalling \$20,000. Seashore's Director of Development conducted extensive research to locate foundations which might support the Northampton project, identifying 50 which are to be contacted in 1993.

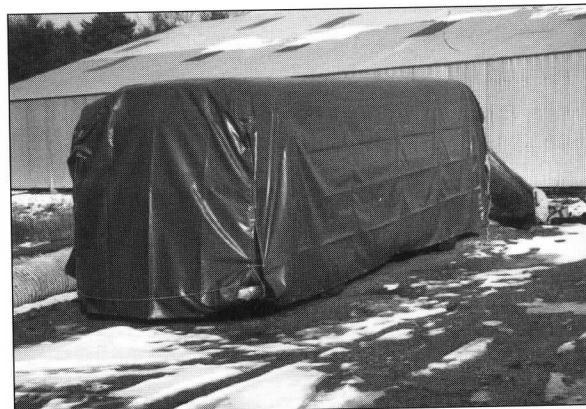
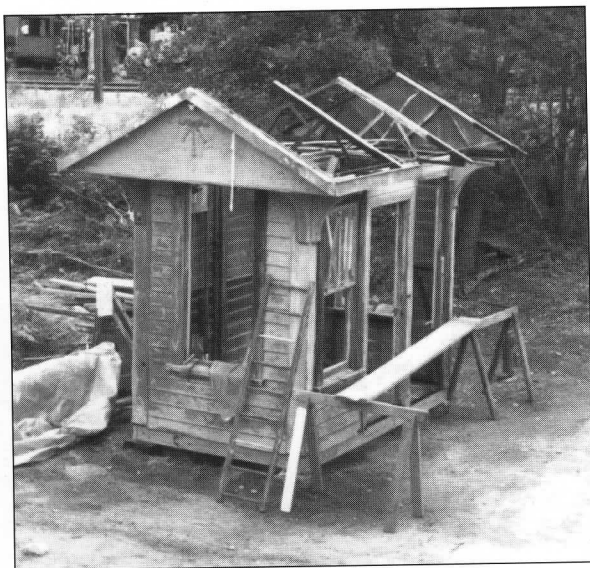
The Museum's internal newsletter, *The Dispatch*, had a particularly active year in 1992. Under the guidance of two experienced editors, the appearance and content of the publication was consistent and high. The tremendous volume of activities at the Museum was so great that mimeographed news updates accompanied most issues to ensure that word of the latest activities at Seashore was reaching the membership.

The publication program in 1992 also included a special

20-page booklet chronicling the history of Budapest Földalatti subway car No. 18, and Seashore's 18 year quest to acquire the car, culminating in its arrival in 1991. The publication was distributed free to members, with a request for donations to help eliminate the small deficit remaining from the car's acquisition and conservation. That goal was met early in the year. The publication is now on sale in the Museum Store.

In the Library, the cataloguing program continued, with items both carefully placed on the shelves and entered into the computer-based catalogue. The Library also provided valuable research to support the Institute of Electrical and Electronic Engineers (IEEE) in its award of an International Engineering Milestone to the first successful electric street railway installation in Richmond, Virginia, in 1888. This prestigious award, only the fifth in the IEEE's history, and only the second for an electrical engineering achievement, was spearheaded by Seashore's President Emeritus. The Library researched the material needed to document the accomplishments of Frank Julian Sprague in electrifying the Union Passenger Railway. Three Seashore Trustees represented the Museum at the ceremony in Richmond in February. In the future, Seashore hopes to restore its streetcar from Richmond, No. 194, to provide a perma-

PORTLAND-LEWISTON WAITING STATION: A surprising find in 1992 was this original, metal clad shelter from Maine's most famous interurban. Volunteers promptly began restoration to enable its placement near the Riverside crossing. JS



COLLECTION CONSERVATION: To provide protection during outside storage, volunteers wrapped the newly arrived Ford Transit bus in a protective tarpaulin during 1992. FM

nent recognition of this historic system in *The National Collection*.

During the year, the Museum continued working toward renewal of its accreditation by the American Association of Museums (AAM), a process underway since 1990. Seashore is the only rail-oriented museum ever recognized with accreditation. In 1992, the main event was three days at the Museum by a Visiting Committee sent by the AAM. The visit was both positive and enlightening, as Seashore officers had very fruitful discussions with the committee members, Bruce MacLeish of the New York State Historical Society at Cooperstown and Gene Schott of the Heritage Plantation of Massachusetts. The committee filed a positive recommendation to the AAM, though suggested formal renewal of accreditation be postponed for one year, to enable Seashore to make a number of improvements relating to interpretive programs and property appearance. A recommendation for changes before final approval is fairly standard in the accreditation process. The AAM's final decision on Seashore's case was under review at year end, but the Museum began actively planning to implement, starting in 1993, the changes suggested by the Visiting Committee.

Late in the year, Seashore applied for grants to fund both a Conservation Assessment Program study and a Museum Assessment Program II review in 1993, which are funded by the Institute of Museum Services, a Washington-based Federal agency. These grants are non-competitive, so application is tantamount to approval. Both will involve

peer review of Seashore practices in the important areas of collections management and museum operations. The Museum Assessment Program I report some years ago served as an important roadmap for many of the visitor-oriented improvements undertaken in recent years. We expect these studies to provide similarly useful guidance. Having completed them is essential to being considered for support from various Federal granting agencies.

In 1992, Seashore also continued to develop *The National Collection* with several acquisitions, as described fully in the Acquisition Report on page 36. From Roanoke, Virginia came the body of a Brill Master Unit car of 1929, a type which represented the final major advancement in series-produced design by the industry's most famous car builder. From Knoxville, Tennessee came the body of a single-truck Cincinnati Curved-side car, a companion to double-truck Wheeling No. 39. Though the Knoxville car is a body only, it was in surprisingly good condition.

The most distant acquisition was No. 804 from Oakland, California, a body which also arrived in excellent condition, and which represents the famed Key System which blanketed the municipalities across the bay from San Francisco. A rubber tired acquisition was a standard Ford Transit bus, in excellent condition but of indeterminate origin. Also arriving during the year was the body of a rare center-entrance interurban car which ran on the Kansas City, Clay County & St. Joseph line in Missouri.

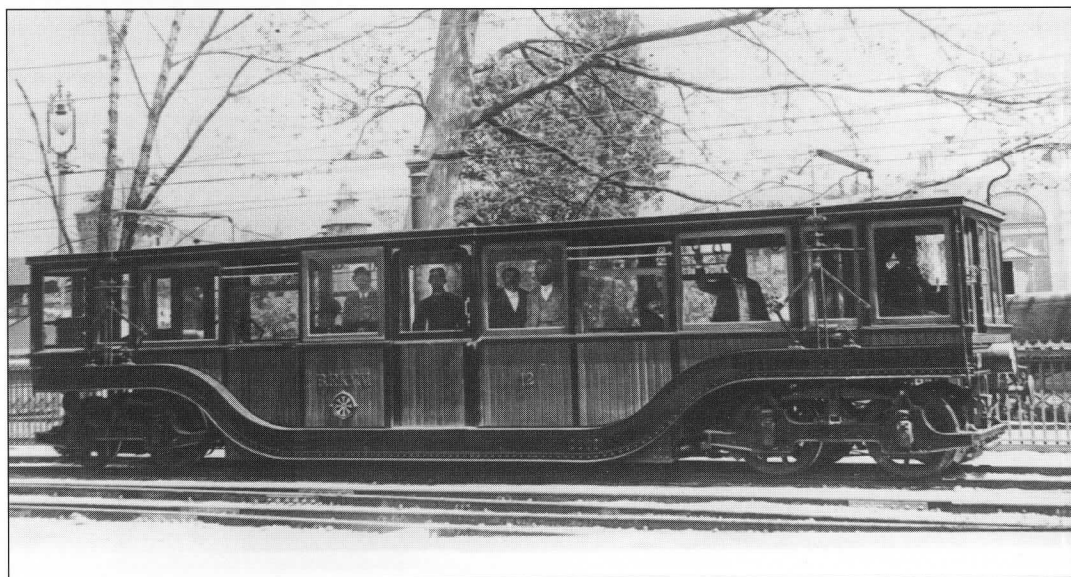
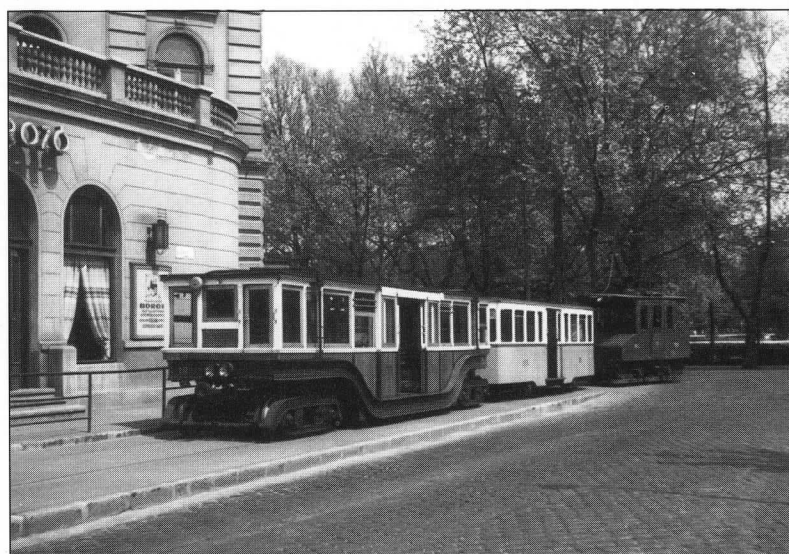
BUDAPEST FÖLDALATTI: Publication in 1992 of a history of Seashore's long quest to acquire a car from Europe's first subway was followed by donation of some additional photos of this unusual line.

UPPER: Budapest No. 16 of 1896 (sister to Seashore's No. 18) with a 1960 trailer are towed between their surface carhouse and the subway line in this view from the 1960s.

LOWER: The classic view of No. 12 as built. Over 75 years in service, the only major changes were new trucks, wider entrance doors, and simplified pantographs. SH

Several non-vehicle acquisitions of note arrived as well during the year. Of particular interest is a wayside waiting station from Maine's most famous interurban line, the Portland-Lewiston, once served by Seashore's No. 14, *The Narcissus*. Volunteers immediately started restoration of the station, and it is planned to place it at the Riverside crossing in 1993.

The Trans-lite Company of Milford, Connecticut, successors to the noted Hunter Illuminated Sign Company, donated the type fonts, still stored in custom cabinets, which the latter company used to make most of the destination signs on trolleys nationwide. This more than



70-year old collection will allow Seashore to reproduce easily and accurately this important aspect of our cars. Our sincere thanks to Trans-Lite for this important donation.

Also, Jack Keenan, author of the definitive history of the Cincinnati & Lake Erie interurban line, donated the original motors for one of the most popular cars in Seashore's collection, interurban parlor car No. 1030 from Allentown, Pennsylvania. When Seashore acquired this car from Lehigh Valley Transit in 1951, its trucks had been swapped with those from an ex-Cincinnati & Lake Erie car (identical to Seashore's Cedar Rapids and Iowa City No. 118). Mr. Keenan had acquired the correct General Electric 706B motors recently, and the Lehigh Valley Chapter of the National Railway Historical Society

WEST COAST HELP: Three members of the Western Railway Museum of Rio Vista, California, spent a week working in Seashore's shop, helping to overhaul the truck of Twin Cities No. 1267. DC



donated \$500 to cover moving the motors to Maine. Our thanks to both Mr. Keenan and the Lehigh Valley Chapter for their donations to ensure the accurate restoration of this unique car.

Seashore has long enjoyed close and mutually beneficial relations with Boston's Massachusetts Bay Transportation Authority (MBTA). Currently, three Seashore cars are on MBTA property, Type 5 No. 5734, 26½ foot box car No. 475, and bottom dump car No. 3617. In 1992, Seashore negotiated an extension of the lease for No. 5734, which both continues the car's missionary role in Boston for the Museum, and transfers full responsibility for its maintenance to the MBTA. A number of improvements to the car's condition are under consideration by the MBTA, possibly including installation of a current collector that

would ease operation on Boston's now pantograph-only overhead.

Negotiations began for renewal of the lease for No. 475, which may include some steps by the MBTA to advance its restoration. Following this will be consideration of the lease on No. 3617, which the MBTA's Track Department finds a very valuable tool for track maintenance.

Seashore's membership total reached 1,228 in 1992, a modest increase over 1991. A total of 182 new members joined during the year. The Museum's Membership Department maintains regular contact with the far-flung membership handling letters of thanks for contributions, responses to queries, generally distributed dues reminders, and personalized letters to encourage renewals by members who allow their membership to lapse.

Finally, we note with great sadness the passing this year of John G. Smith, of Kennebunkport, who served for years as Seashore's Chairman. Mr. Smith was a long time friend of the Society and a well-known figure in the local area. The Society extends its condolences to his family, and will long miss Mr. Smith's warmth and friendship.

Seashore's continued viability depends on both the continued generous support of its membership, and increasing attendance and interest from the general public. In 1992, Seashore's members showed their deep commitment with their superb response to the appeal for general fund contributions, and with their on-going support of the restoration and development programs. Both in projects accomplished during the year, and in plans being made for the future, Seashore is making major progress in improving its offerings to the public stressing interpretation, education, and exhibition — the three important themes in its development as a museum. These new programs, coupled with the gradual improvement in the New England economy, point the way to even more success in 1993 and future years.

James D. Schantz
James D. Schantz
Chairman, Board of Trustees

PUBLICITY AND SPECIAL EVENTS

In recent years, the Museum has offered an increasing range of special events to give meaningful and enjoyable experiences to the visitor. Fewer and fewer persons have first-hand, if any, knowledge of the importance of the streetcar and mass transit, so the Museum provides a number of ways to encourage attendance through other activities which can be tied to learning about the streetcars. As in most areas of experimentation, some have been very successful, others less so, but the operative spirit is to try as many ideas as possible to learn which should be offered annually.

In 1992, for the first time, the Museum hosted Elderhostel groups in conjunction with the University of New England of Biddeford, adding a new dimension to Seashore's educational offering. Groups of 40 to 90 Elderhostel students came weekly throughout the summer. Many of the attendees remember streetcars, so for them the visits had special meaning. All, however, reacted enthusiastically to the program offered at Seashore, and consistently rated this experience as one of the best parts of their Elderhostel program.

The two scheduled trolley parades featured a peak of 16 different streetcars and two buses accompanied by professional narration, plus vocal and instrumental groups performing music of the period. These events have been very well received by all who have attended, and provide one of the best ways possible to explain the history of public transit to visitors. Ideally, parades would be offered daily, were they not so exceptionally labor intensive operations. Each parade requires roughly 25 volunteers to prepare and operate the cars. Nonetheless, the Museum hopes to offer the parade more frequently in the future, and will investigate recording a parade on videotape to make the program available to those who can not attend.

Vidbel's Olde Tyme Family Circus came for the third year, co-sponsored with the Kennebunkport Portside Rotary Club. Attendance by year has been 1990: 768, 1991: 1,052 and 1993: 1,069. Although



THE BIG TOP RISES: On circus day, Vidbel's very efficient crew erects the tent, aided by some Seashore volunteers. Erecting then removing the tent is a daily task for the traveling performers.

JS

the increase from 1991 to 1992 was modest, it was nonetheless significant, as the date of the visit was a weekday, not a weekend as in prior years. The circus experienced major decreases in attendance in most of its other venues in eastern New England. We look forward to the scheduled return of the circus on August 15, 1993.

The Halloween Ghost Trolley event was again held on four nights in 1992, thanks to the efforts of a large number of Seashore and community members. In preparation, volunteers decorated cars to give their interiors a spooky appearance and the center of the loop was transformed into

THE BIG TOP FILLS: A steady stream of patrons file into the circus tent, which had been erected only an hour earlier, on an August afternoon at Seashore.

JS





ELEPHANT POWER: An annual activity on circus day is posing publicity shots of an elephant with an open car — this time Connecticut Company No. 1391. RT

a graveyard, replete with a gallows. A haunted doubledecker (Blackpool No. 144) lured young visitors to the frights which awaited them on the top deck, and actors aided by special sound and lighting effects made for a spooky ride through Riverside carhouse. This was Seashore's third year holding the event, but the first to experience rainy weather, and the first to include operation on Halloween evening, when many are attracted to traditional trick-or-treat activities. These facts plus growing competition (some of it commercial) caused attendance to suffer somewhat. For

Lewiston and boosted attendance for the day to 622 persons, many of whom were very young and from the local area. The train show was a touring attraction which did much advertising, boosting the attendance for its three-day stay at Seashore.

The traditional Moxie Day was supported by a \$2,500 donation from Monarch Corporation, makers of Moxie, and attracted both long-time fans of the drink and others who were enticed to try it for the first time.

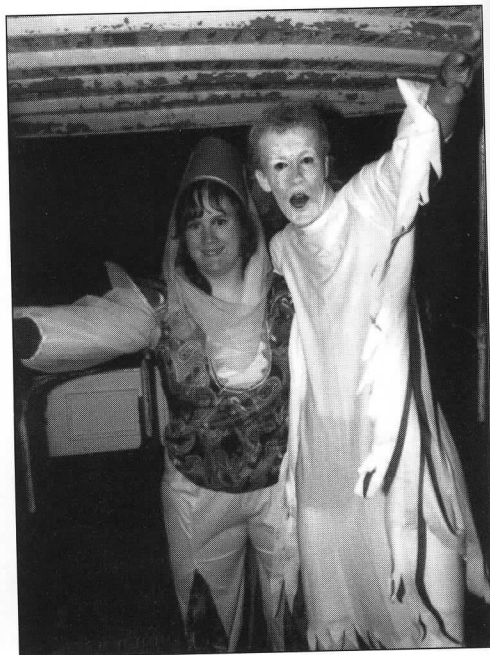
The Movie-Singalong nights on each Saturday in the



GHST TROLLEY

LEFT: An accomplished magician, Richard Stride, who happens to be the son of the man who sold Seashore its first car, entertained crowds throughout the Halloween event.

RIGHT: This spooky pair of members, Amy Santarelli and Michael Miller, haunted the top deck of Blackpool No. 144, waiting to shock any youngster who dared enter. JS



summer featured Seashore's new organ — played on several occasions by an excellent theater organist.

Other new special events were the Maine Antique Power Equipment Day which featured old "one-lunger" gasoline engines on operating exhibition, and the Murder Mystery. The latter was an original play written by the son of a Seashore member and took place in cars and about the Museum grounds. The cast involved both Seashore and community members for three performances.

Although not for the general public, a Chili Festival made a welcome addition to the calendar of events for Seashore members and friends.

Also during the year, Seashore played host to the Kennebunk Rotary Club and a number of child birthday parties held on chartered cars such as parlor car City of Manchester.

The Museum continues to spread the word in a variety of ways. The Manager of Publicity and/or the Museum Director put on over 75 programs for schools, historical societies, senior citizens groups, and service clubs all over Southern Maine. Other outreach programs included participating in the *Thomas the Tank Engine* show at Fox Run Mall in Newington, New Hampshire; the Home and Food Show in Kennebunk; many newspaper articles, including a number of front page spreads; and frequent publicity releases.

Although filmed in 1991, three significant film and video releases made in 1992 featured Seashore. The most important was the appearance of Denver Birney No. 1 in Spike Lee's movie *Malcolm X*. Feature stories were carried in most area newspapers about the car's role and explaining the technical side of the car's journey to Brooklyn and operation for the filming (see photos on the inside rear cover). Milwaukee Public Television's *Tracks Ahead* appeared on national television several times, as did *Made in Maine*, each of which

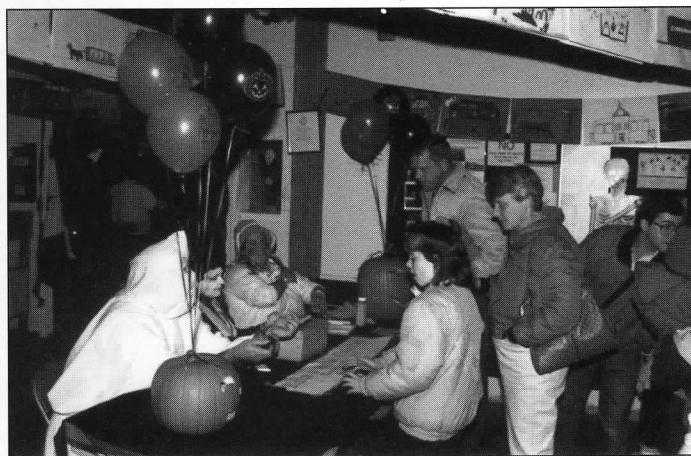


MAINE ANTIQUE POWER EQUIPMENT DAY: A gasoline powered machine which pre-dates Dallas No. 434 was one of many such devices on display and in operation. DC

devoted ten minutes of their program to Seashore. A new professional quality video was made for the Museum's orientation room by Seashore members. The Museum promotional flier was redesigned to include a calendar, making the schedule easier to interpret. About 100,000 were distributed, throughout our primary drawing area.

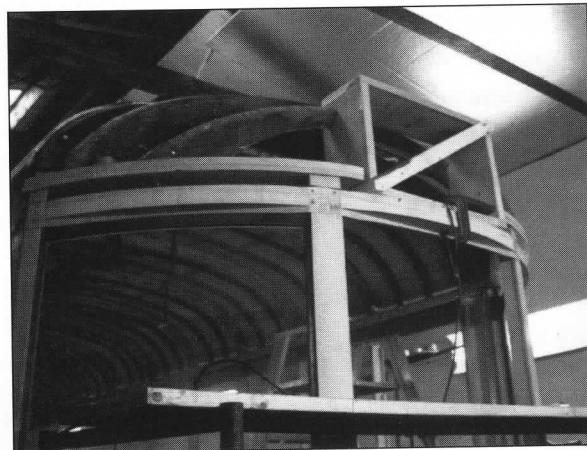
Regrettably, Jan Pillsbury was forced to resign for health reasons as Manager of Publicity and Special Events late in the year, after years of excellent service in this role. Plans are under way for her replacement by a full-time addition to staff in 1993.

TICKET SELLERS IN DISGUISE: Ghost Trolley visitors find Halloween figures and decorations as soon as they enter the Visitors Center. JS



VEHICLE CONSERVATION

One of the most important functions of Town House Shop is the maintenance and conservation work performed on the operating fleet. During 1992 over 30 cars, including work equipment, were given the most extensive program of preventive maintenance and repair work undertaken in the over 35 years that the Museum has had public operations. Almost \$20,000 was spent on materials and over \$30,000 was spent on wages from general unrestricted funds. Additionally over \$56,000 was contributed by members and friends of the Museum to several donor-sponsored restoration projects making a total of over \$105,000 expended on the restoration, conservation, and maintenance of the vehicle collection. The Museum is very fortunate to have five full-time and three part-time well-qualified and skilled craftsmen on the paid staff in 1992. The diverse background of this staff means that almost any project could be addressed in-house from wood refinishing to fine metal machining. The staff was supplemented by, and worked in concert with, many skilled and dedicated volunteers.



CLEVELAND No. 1227: The outline of the distinctive end destination sign is formed by temporary pieces to enable fitting the surrounding curved roof boards. JS

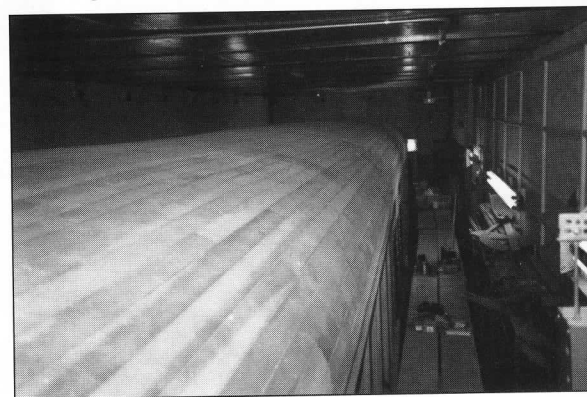
The shop is continuously filled to capacity with as many as 11 cars undergoing restoration or maintenance within the building, plus a number of other car conservation projects taking place at other locations around the Museum. The reason so many cars receive attention simultaneously is that if the entire paid staff were to work on a single car full-time, funding would be depleted at a faster rate than new donations could be generated. This also reflects the diverse tastes of the volunteer staff who prefer to work on cars they find of particular interest.

CLEVELAND CENTER ENTRANCE No. 1227: This is the most extensive continuous project the Museum has

CLEVELAND No. 1227

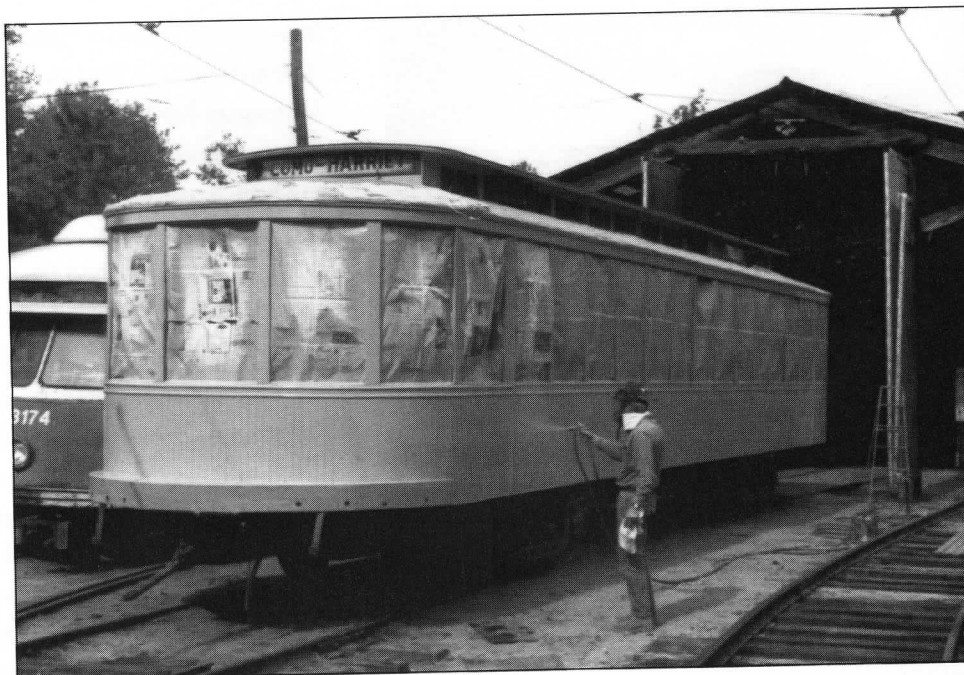
LEFT: By year end, the floor was complete as were the roof boards. JS

BELOW: In the close confines of its all-weather restoration box, the Cleveland center-entrance car received all new roof sheathing in 1992. FM



undertaken to date and is now entering its fifth year. Its body is set on heavy wooden horses inside a large heated and insulated compartment so that work can continue all year. The steel underframe was completed and painted to protect it from future corrosion. The car's unique double door engine was overhauled. A new tongue-and-groove hard maple floor was installed. The pressed steel and bent wooden roof ribs were

properly shaped and installed, including all supporting and filler pieces. The tongue-and-groove poplar roof sheathing was then installed as were the arched window top



TWIN CITIES No. 1267: The thorough restoration of this classic car approaches completion in early Autumn with spray application of the chrome yellow final colors. JS

mouldings and the continuous wooden window sills.

TWIN CITY RAPID TRANSIT "GATE CAR" No. 1267:

This major full-time project has benefited greatly from

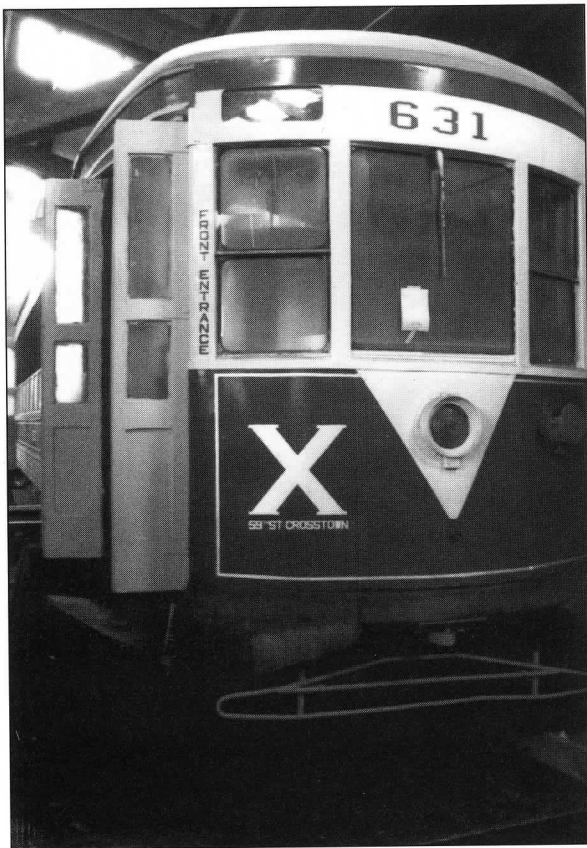
TWIN CITIES No. 1267: The refurbished seats were in place and interior woodwork was being fitted in late 1992. JS



TWIN CITIES No. 1267: After many hours of careful fitting and adjustment, the distinctive rear gates on Twin Cities No. 1267 were in place and operational by year end. FM

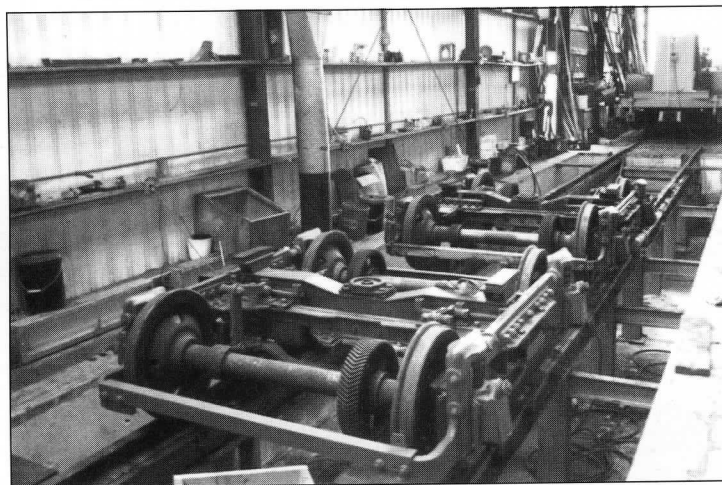


THIRD AVENUE No. 631: The distinctive "X" route symbol designating the car's service on the 59th Street Crosstown line in Manhattan was painted on both dashers in 1992. JS



inter-museum cooperation. Russell Olsen, Minnesota Transportation Museum (MTM) member and author of the definitive Twin Cities transit history *Electric Railways of Minnesota*, furnished much detailed information necessary for the car's accurate restoration to the pre-1928 configuration. Louis Hoffman, Traction Superintendent of MTM lent a set of 1940s Twin City advertising car cards.

THIRD AVENUE No. 631: The car's trucks reassembled after converting the wheel tread and back-to-back gauge from Viennese to American standard. Note the "herring-bone" gears which significantly reduces operating noise. JS



Seashore has since reproduced, laminated, and installed them in No. 1267. Four members of the Western Railway Museum in Rio Vista, California devoted a week's visit to overhauling and painting the car's front truck.

Much work was done on completing the interior, including the rift-sawn oak headlining. It was possible to save about half of the original, the remainder having become badly delaminated and warped by water leakage. Original-style cherry colored striping was installed. A new red oak tongue-and-groove floor was installed in the body and front vestibule. The front bulkhead, with its doorway relocated to its original center position, was completed and many details of the front cab completed including the overhaul of its K43 controller. Because of their good condition and durability it was possible to preserve most of the original cane seats after stripping the latter-day cream enamel paint. Several were reupholstered with the same material. The time consuming job of stripping the inside of the vestibule roofs was completed by volunteers.

The entire exterior of the body was primed and painted in the original bright TCRT yellow with a green moulding running horizontally along the length of the car. Thanks go to MTM for their assistance in matching colors. All sash was repaired as necessary, reglazed, primed, and painted with cherry enamel. The front vestibule sash required considerable modification because of the changes required to return it to the old configuration. Evidence was found of earlier arrangement which greatly assisted in restoring the car to the pre-1928 era. The unique rear gates were sandblasted, primed, fitted, and adjusted.

After some problems in finding a suitable contractor, the traction motors were taken to the Bangor and Aroostook Railroad (BAR) Contract Shop in Derby, Maine, a facility well-experienced in dealing with DC motors, regardless of condition. There the motors will be overhauled, primarily by cleaning, dipping, and baking.

THIRD AVENUE RAILWAY No. 631 (Manhattan-Bronx) underwent considerable mechanical work. The motors were overhauled by the BAR and the trucks were reconditioned at Sea-

shore. The BAR also regauged the wheels, moving them in approximately 5/16 of an inch, the difference between American standard and Vienna back-to-back gauge. The wheels, having a generous amount of wear remaining, were reprofiled with slightly larger flanges. Several journal bearings required re-babbitting. The compressor and brake cylinder and generator for low voltage components were all overhauled and reinstalled. Power was put to the car for the first time since 1969. Striping, lettering, and the large "X" (signifying the 59th Street Crosstown line) on the front dashes were applied. The car will be ready for test operation in early 1993.

WHEELING CURVED-SIDE No. 39 was placed on its proper Standard C35P trucks so it could be easily moved. The crew installed all its body side windows and made new cherry sash for the door pocket covers, along with other miscellaneous work. A diagram for the light and auxiliary wiring is being developed.

AROOSTOOK VALLEY No. 70: Interior cherry mouldings were refinished and installed.

BOSTON ELEVATED RAMP CAR No. 3603 required a new oak deck and considerable new steel supporting structure, which was installed to keep this valuable work car in operation. This car is being used by the Track Department to carry heavy equipment to the end of the line for the construction of Talbott Park.

As part of the maintenance and repair work to the operating fleet the shop crew performed the following:

MANCHESTER No. 38: A hot-running journal bearing

CAR MAINTENANCE: Here Bob Webb, the shop staff's leading metal worker and machinist, turns a new part for a K-controller on a shop lathe. JS



DOOR AND SASH SHOP: Richard T. Lane, Jr., a long-time Seashore member, and now part of the skilled shop staff, finish sands a refurbished door for Third Avenue No. 631. FM

was repaired by pouring and machining new babbitt. A bent brake beam was straightened and reinforced.

CITY OF MANCHESTER: Hexagon pattern step treads rebuilt, using pieces pressed on a die made by shop staff.

PHILADELPHIA & WEST CHESTER No. 62: New pilots made and floor painted with epoxy enamel.

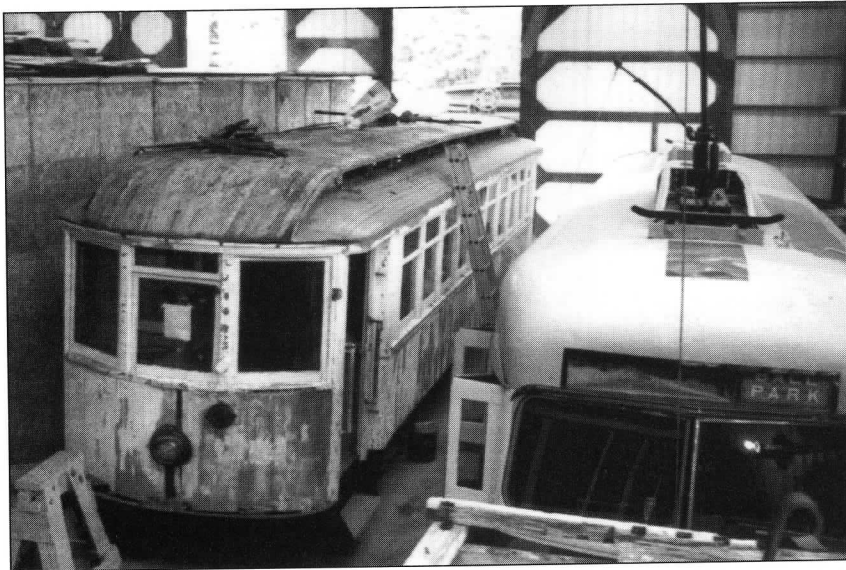
YORK UTILITIES (SANFORD, MAINE) BIRNEY No. 82: Deteriorated steel framework under the ends was rebuilt so the car can be towed safely. It was then covered with the tarpaulin purchased for the move of Birney No. 1 to the *Malcolm X* movie location in Brooklyn.

OSHAWA (ONTARIO) BALDWIN-WESTINGHOUSE LOCOMOTIVE No. 300: Two traction motors were overhauled, center bearing and coupler mounts overhauled, steps rebuilt, new trolley boards made and installed.

CHICAGO, NORTH SHORE & MILWAUKEE No. 420: Compressor rebuilt.

BOSTON ELEVATED RAILWAY Nos. 0512-13: In preparation for service as the "Terror Train" in the Halloween Ghost Trolley celebration: a floor section was replaced, a second trolley pole added for safer changing of ends, both compressors overhauled, and several doors made operable. During Halloween operations, motor and/or control problems forced it out of service. Subsequently, one of the motors was replaced.

MILWAUKEE AND SUBURBAN TRANSPORT CORP. No. 861: After the car had been out of service for two years,



CONNECTICUT COMPANY No. 1160: After several years of volunteer work elsewhere on the property, No. 1160 finally obtained a spot in the shop where roof work quickly advanced. Dallas No. 608 is to the right. JS

a rebuilt motor was installed, the motor axle bearings were replaced, reducing excessive gear noise, and the floor was repainted with epoxy enamel.

NEW ORLEANS PUBLIC SERVICE No. 966: The New Orleans Regional Transit Authority donated replacement brake slack adjusters for the trucks on Seashore's No. 966. Shop staff installed a PCC-type line breaker in order to prevent burning of the controller fingers. The original line breaker had been removed prior to the car's acquisition.

CONNECTICUT COMPANY OPEN CAR No. 1391: A section of side sill was replaced, and the fender mounted.

MONTREAL LIGHTWEIGHT No. 2052: One wheel set was replaced with a spare set, and extensive exterior repainting was completed. A volunteer is reupholstering the seats for completion in 1993.

BOSTON ELEVATED RAILWAY CRANE No. 3246: The HL control group is in the process of being rebuilt including new wiring.

EASTERN MASSACHUSETTS STREET RAILWAY No. 4387: Several journal bearings required rebabbiting because water had dripped into them. Also, the main trolley lead was replaced.

BOSTON ELEVATED RAILWAY

No. 5821: Replacement of defective wiring made the car operable again. Motor suspension bearings were found to be badly worn and required extensive machining. Deteriorated roof sheathing and canvas was replaced and gutters rebuilt. The sash, doors, and areas receiving attention were repainted.

Four cars have been restricted to limited switching service only because of various mechanical and electrical problems. One will require rewinding of a motor armature by an outside contractor.

The shop is also responsible for maintaining motorized equipment, and in 1992, the following was completed:

Hydraulic lines were replaced in the tie tamper. The Burro crane was brought back into service with a tune-up of the motor. The starter and drive of the small Davenport diesel locomotive were rebuilt.

There are so many projects underway simultaneously in the Restoration Shop that, in spite of its large size, expansion is necessary. The Shop Planning Committee

SHOP CLEANING: A young member uses a new pressure washer to remove some of the grease and grime which inevitably accumulates in the shop inspection pit. JS



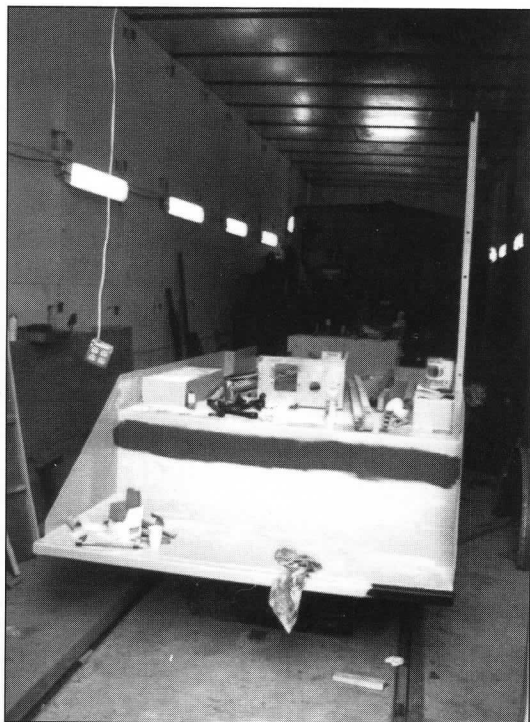
has developed a plan for a 100 by 100 foot expansion attached to the north end of the present building. Major funding for this, as well as for current upgrading, comes from the Casey Albert T. O'Neil Foundation of St. Paul, Minnesota. Tracks in the expanded area will run perpendicular to the present tracks and will be accessed from the north. This arrangement was chosen as the length of the enlarged shop would make moving cars to or from the far end very difficult if the present tracks were extended into the new space.

The facility will contain an additional pit, storage areas, an area for heavy machine work and spaces for eight cars and two buses or other motor vehicles. Since this facility will be constructed as a shop, rather than being retrofitted from other use, we will engage an engineering firm to produce specifications and drawings. These will then be submitted to contractors for bids and potential construction. This project will be coordinated with the overall site plan review to be submitted in 1993 to the Maine Department of Environmental Protection for permits required for construction.

During 1992 many improvements were made to the existing facility including: various wiring improvements, a

35 foot insulated container was acquired and located outside the building for storage of lubricants and other flammable liquids, expansion of the compressed air system, purchase of a new pressure washer, and upgrade of many of the shop machines. The Signal Department constructed a room on the second floor to serve as a workshop for relays and other signal components.

United Parcel Service has contracted with Seashore for the restoration of its electric package van No. 4040 which has been at the Museum since the late 1960s. The vehicle is being returned to UPS at their request, as it is peripheral to Seashore's collection. The shop is restoring the vehicle to display-quality condition for the new UPS corporate headquarters in Atlanta. Although No. 4040 appeared to be in reasonably good condition when initially inspected, the staff discovered that the vehicle had much hidden deterioration. As the cosmetic surface was removed, it became obvious that virtually complete renewal of the body was necessary. Consequently, the body was removed, the frame and body platform repaired, and all new wood framework for the sides and roof was fabricated. At the same time the brake system was rebuilt. The vehicle is scheduled for completion in 1993.



UPS PARCEL VAN No. 4040

LEFT: Considerable imagination is required to envision the finished van from this rear view of the newly restored frame.

RIGHT: A badly corroded fender has been carefully patched by use of the expert metal working skills of the Museum's shop staff.

JS





PHILADELPHIA "BRIDGE CARS": Perhaps no series of transit cars captured the Art Deco style as well as the cars that ran between Philadelphia and Camden, shown here in the original silver and blue colors. Seashore's Nos. 1018 and 1023 from this series received volunteer work in 1992. AM

In addition to the cars under conservation by the Museum's paid staff, many other vehicles undergo conservation at the hands of Seashore's large corps of volunteers. These members, who sometimes travel long distances to work on favorite cars, considerably expand the work accomplished on the vehicle collection. Not only do these many members donate their time, but in most cases they underwrite project costs as well.

PHILADELPHIA-CAMDEN BRIDGE RAPID TRANSIT CAR No. 1023: This car is a vivid example of such volunteer devotion to the preservation of Seashore's collection. The program sponsor for No. 1023 drives from New York City almost every weekend of the year, and immerses himself in the restoration of this car. The amount of work accomplished is remarkable, especially as for all practical purposes, the work was done by just one member.

The most noticeable accomplishment in 1992 was that

approximately 30 percent of the car exterior was repainted. The roof clerestory was scraped, derusted, primed, and painted aluminum color. Scraping the ventilators was particularly labor-intensive. The lower deck of the roof was similarly prepared, then painted black. The badly corroded ventilators at either end of the car were treated separately. Their severely deteriorated latter-day covers were renewed.

The headlight casings were removed for sandblasting, then primed and painted. The casings were reinstalled with new wiring and ground connectors. Marker light lenses were removed and cleaned with muriatic acid. The entire colored lens assemblies were removed, cleaned, painted, and reinstalled, so that they now glow brilliantly.

The "A"-end bulkhead door cover was removed, and the door pocket was rehabilitated. The destination sign and deck lamp casing were removed for repair. Badly rusted or missing steel was replaced, and both components were disassembled. They were reinstalled with new wiring and sockets as needed. New destination sign curtains were also made.

Weather-stripping and a replacement tack strip were installed on the bulkhead door. Holes in the floor were repaired, and replacements made for missing or badly rusted doorstops. Missing fasteners on the door track were replaced, along with screw eyes and safety chains. The hand brake at this end was also removed, cleaned, lubricated, and painted. The block number sign was removed, repaired, painted, and made to work, including replacing rusted steel, rewiring, and installing new handmade number curtains.

Innumerable missing screws and fasteners were replaced, detailed tracings of all interior graphics were done, then new graphics made, including a late 1950s era full color map. Interior dents and gouges were filled and sanded. Latter day modifications, such as brackets for the trolley phones and fire extinguisher, were removed and the holes filled. A duplicate original-style bulkhead car card

rack was fabricated from spare parts and installed. All removed parts were tagged and placed in storage.

Rotted mahogany window sills were patched, and a section of floor was sanded. Special chassis bolts were turned on a lathe for hand brake dogs, and brass fixtures of all types were cleaned, polished, and installed.

The "B" end coupler and several air reservoirs were steam cleaned. Then the coupler drum switch was cleaned and painted, and its pistons removed and lubricated. The air compressor was serviced, with the head removed, cleaned and lubricated, horsehair filter cleaned, new brushes installed, string band painted with insulating paint, commutator dressed, and the unit painted. A replacement governor was installed, and many minor air leaks eliminated.

No. 1018: While overshadowed by the sustained activity on No. 1023, mate No. 1018 received continuing attention from a Philadelphia member during his vacation. He has almost completed stripping the clerestory roof, then derusted, double priming and enameling this work in black. Now that the car has been accessioned to the collection (it had been acquired for parts), it is steadily being emptied of the huge volume of material stored inside. A large number of spare step treads were removed and progress on rebuilding the roofs of Wheeling No. 39 and Cleveland No. 1227 led to removal of a large quantity of specially milled roofing boards stored there temporarily.

DALLAS PCC No. 608: Work resumed after the



PHILADELPHIA BRIDGE CAR No. 1023: The project sponsor, Conrad Misek, a regular commuter from New York City to Maine, applies new interior paint. FM

untimely passing of the car's primary sponsor, Michael Carroll, in 1990. After the car had been inoperative for several years, its contactors and fingers had rusted into position. At each end of the car, a number of contactors were replaced and others were cleaned to make the car operational once again. Later the resistor network and some associated wiring had to be replaced.

Inside the car, the top covers of both wire ducts running under the aisle were removed. The first was scraped, derusted, and primed. The second duct required the repair of rusted sections. Work began on fitting replacement window sash to the car.

CONNECTICUT COMPANY No. 1160: This car's restoration received a big boost this year with its move to the shop. Removal of the old roof canvas was completed followed by preparation of the roof for new canvas. Old paint was scraped from the clerestory area and the sash removed for refinishing.

Fortunately, all but three of the old cleats used to support the trolley boards



BOSTON AND PHILADELPHIA: Representatives of two of America's pioneering rapid transit systems in front of the shop, Boston No. 01000 and Philadelphia No. 1023. JS



DALLAS PCC No. 608

LEFT: Many tasks in the shop are unglamorous, such as repairing the wire trays running under a PCC car's floor, as Mark Scannell is shown doing. Silt found in the trays may originate from a flood the fleet endured when stored in Dallas in the 1950s.

BELOW LEFT: PCC's were a favorite of transit operators for their relative simplicity and dependability. However, if not operated regularly, they can be balky. Here volunteer Bob Kelly adjusts the car's accelerator, a common source of trouble. FM



and pole bases could be reused in the new trolley board assembly that was fabricated for installation on the car in 1993. The cleats for the roof ladders can similarly be reused. New canvas has been installed on the upper deck of the roof. As the year closed, the overall conservation plan was completed with the decision made to restore the car to the mid-1930s configuration — in which it remained when acquired in 1948.

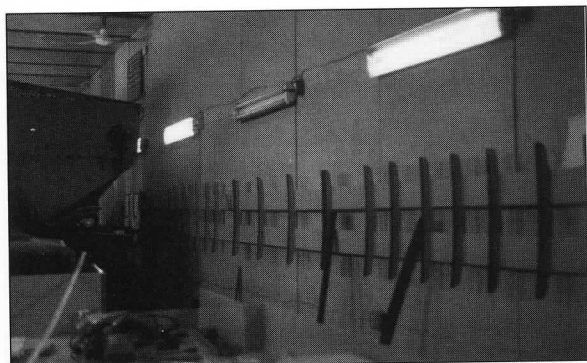
GLASGOW CORPORATION TRANSPORT "CORONATION" No. 1274: This streamlined double-deck car, on exhibition in Highwood carhouse, has received much needed painting and cleaning. Because of the construction of the car — a mix of aluminum, steel, and wood — the process has been both intricate and prolonged. Different

CONNECTICUT COMPANY No. 1160: A member of the shop's volunteer crew, Amy Litchfield, uses a power sander on clerestory sash. Conservation steps taken in the 1960s ensured this sash survived in excellent condition. FM

treatment and priming procedures are necessary for proper adhesion of paint to the various materials. Further complicating the work is the fact that, as the trucks retain Glasgow's slightly narrow-gauge, it can not be moved from Highwood easily. Thus work is done in place, precluding the use of staging, which would block the aisles of the exhibit area. Consequently, work has been done from a tall ladder, slowing progress considerably. Seashore is fortunate that a diligent and conscientious volunteer is performing this work.

In addition to scraping, sanding, treating, priming, and painting upper areas of the car, other sections were treated with a solution to eliminate mildew and clean the surfaces, greatly improving its general appearance, and making unnecessary repainting of substantial sections of the car. No. 1274 may have been the last tram totally repainted in Glasgow's vast Coplawhill Works, which was done by the undertaking as a courtesy to Seashore after the car's donation. Resplendent in its new colors, the car was included in the parade marking tramway closure in 1962.





CONNECTICUT COMPANY No. 1160: Hanging on the wall awaiting installation are refurbished trolley boards for this car. Volunteers refurbished the cleats, then shop staff fabricated new boards. RS

BOSTON METROPOLITAN TRANSIT AUTHORITY (MTA) No. 01000: The exterior repainting of this car from Boston's Orange Line was completed in 1992. In preparation, the second side was scraped, the window tracks were reconditioned as required, and a number of new tracks were fabricated as a donation by Precision Coach Works of Billerica, Massachusetts. The car side was then primed, and repainted, followed by similar work on the doors, which were then reinstalled. The completed car offers a striking appearance in the 1957 color scheme of gray and orange. In that year the surviving 0900 series cars were repainted from Pullman green to match the newly-delivered 01100 series cars (which are represented at Seashore by Nos. 01178 and 01179).

BAY STATE STREET RAILWAY No. 4175: Steady progress continued on this car in 1992. The primary thrust was to improve the outside appearance of the car. One entire side was stripped using paint remover then treated with deruster. Steel sheeting on this side was re-

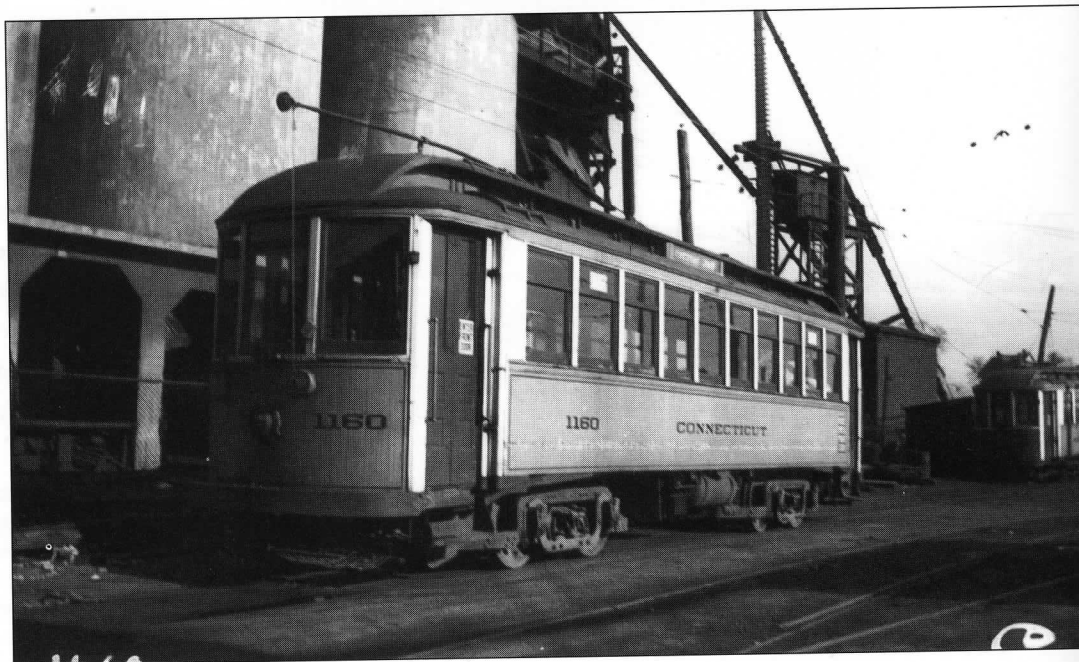
CONNECTICUT COMPANY No. 1160: Seashore's car at Station "B" in New Haven on April 6, 1939. Evidence of the scratch running the length of the car is still visible today. RS coll.

moved to expose wood panels which needed repair. The back sides of the steel sheets were scraped and painted, then mounted again on the car. Interestingly, the steel on this side of the car was in excellent condition. Though some areas were heavily pitted, none of the panels had rusted badly enough to require replacement.

A number of special fasteners are used to hold the wooden window posts to the steel sides. The heads of the fasteners look like rivets, yet, unlike the rib-bolts often used as rivet replacements, the shaft has the same diameter as that of a carriage bolt. As such fasteners are no longer available, new ones were custom made in our shop.

Photographs of cars from this series reveal that the outside platform steps originally used were of a type common to streetcars of this era. Viewed from above, they were a composite of wood and honeycomb steel. The honeycomb was formed from many strips of sheet metal crimped in a custom die. As with many original parts of the car, this early design had been replaced later in the car's life when it was modified for one-man operation – in this case with folding steps linked to the air-operated doors. Careful study of early photographs and blueprints of a similar car guided reproduction of the original steps in the shop.

BOSTON "PICTURE WINDOW" PCC No. 3292: Work included disk sanding, derusting, priming, and



GLASGOW No. 1274: A classic Glasgow street scene from 1959 shows Seashore's No. 1274 in front of a McEwan's Brewery pub and row houses whose color bears testimony to the city's heavy industrial heritage. WK



applying enamel to the roof. Steel under the trolley base was rebuilt and new trolley boards were installed. The trolley base and pole were primed and enameled. Inside the car, the cross seats were removed, and all were scraped, sanded, primed, and enameled. The legs were removed to be repaired, and new pieces have been made. Most floor tile was removed and the interior was cleaned.

BALTIMORE "PETER WITT" No. 6144: Our Baltimore member, who was primarily responsible for the

complete restoration of streamlined "Peter Witt" No. 6119 at the Baltimore Streetcar Museum, works on Seashore's sister car No. 6144 during his vacations in Maine. This year he performed a wide variety of tasks focused primarily on mechanical components. This included installation of a new compressor governor, repairs to the trolley catcher and stop light, installation of new door shaft bearings, and repairs to the automatic door opening mechanisms on the center door, both the passenger-actuated foot treadle and the sensitive edges that re-open the door if it hits an obstruction when closing.

Other tasks undertaken include equipping all destination sign mechanisms with new gears and sprockets, cleaning and repairing the air gong, installation of an operational drain cock on the rear air tank, installation of the roof-mounted compressor air intake, as well as renewal of two sections of underfloor air pipe. Another volunteer repainted the car roof.

Meanwhile, yet another Baltimore area member removed several deteriorated seat cushions from the car and



EASTERN MASS. No. 4175 STEP FABRICATION

LEFT ABOVE: Volunteers Stephen Santarelli and Paul Kochs operate a vintage manual press to fabricate step tread parts using a die custom-made in the shop.

LEFT BELOW: With one completed wood and steel composite step in the foreground, the newly stamped strips are assembled into the diamond configuration on another. FM

replaced them with good ones from the sizable inventory of spares acquired when the car was moved from Baltimore in 1955. This further improved the appearance of the interior of the car.

PORTLAND-LEWISTON INTERURBAN THE NARCISSUS:

Under the auspices of a very active member who also is a shop employee, the long-term restoration of the *Narcissus* has come to life. The car was moved to the shop and numerous projects began, both outside and inside the car. The overall work is planned to preserve as much of the original as possible.

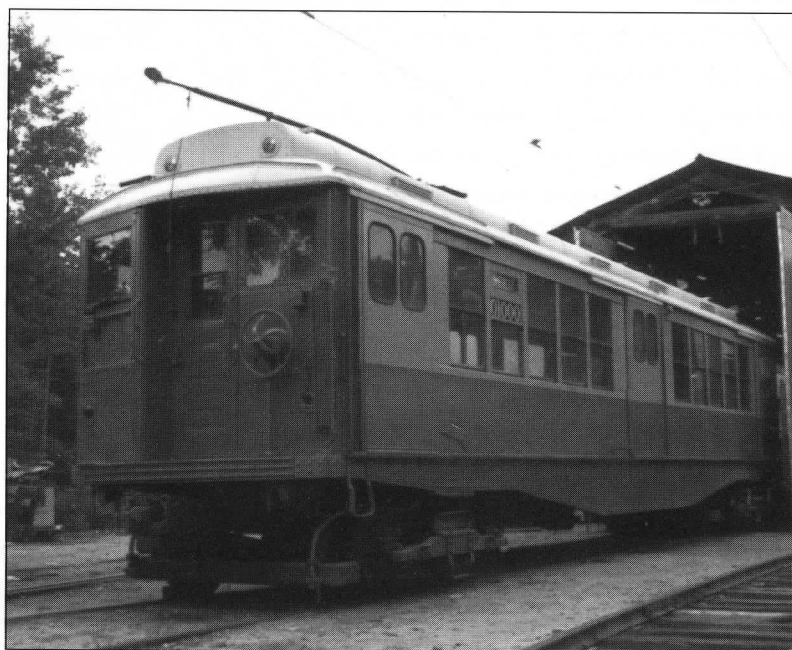
The original matchboard siding was removed to expose deteriorated framing underneath. Some sections of the side sills were repaired. So far two rotted vertical posts have also been repaired, including use of epoxy. The siding underlayment is also being repaired, or as needed in a few places, replaced, in preparation for re-installation of matchboard siding. The roof was stripped of remaining canvas and the original roofboards have been re-nailed, as 90 percent of the roof can be retained.

The stained glass windows are being rebuilt off-site by two volunteers. All other sash have been analyzed to determine the appropriate preservation method, with more than half found to need major repairs. Two large front arched windows have been rebuilt. Metal angle brackets were fabricated for re-mounting the anticlimber. A compressor of the proper type from the Museum's spare parts inventory was overhauled and mounted on the car by shop staff.

Inside the car a large amount of mahogany moulding and other woodwork has been expertly refinished. Included were all window shade pockets, some of the decorative inlay trim between the windows, plus floor and wall mouldings. Some window sill sections have been removed in preparation for restoration, and one end center train door has been rebuilt and refinished.

CHICAGO SURFACE LINES No. 225: The long-term

restoration of this car advanced on several fronts during the year. The variety of work performed provides an excellent example of the myriad projects necessary even for the restoration of a basically sound car. Completion of the roof is a major milestone in the car's ultimate return to operation. The car's primary sponsor stripped the old canvas from the remaining lower deck side of the roof, made minor repairs as necessary, and installed new canvas. The drip edge was then derusted, primed, and installed, after which all was given two coats of paint. Also, a new roof ladder was fabricated, and it, along with the surviving original, was installed. Copper drip guards above the doors



BOSTON ELEVATED No. 01000: This year volunteers completed body repairs to No. 01000 then painted it in the orange and gray livery of the 1960s. JS

were reformed and straightened, then installed.

The eight large ventilators are in various stages of renewal. All have been cleaned, repaired, and rust-treated, with some primed and painted as well. They will be installed in the clerestory openings in 1993.

Some flooring inside the main car body was damaged during the rebuilding of the end platforms some time ago. New maple flooring was milled and installed. It was found that in heavy traffic areas the original flooring was worn to less than half its design thickness during the car's 47 years of heavy service on the world's largest street railway system.

One controller was disassembled, cleaned, and rebuilt,

with the second awaiting a qualified volunteer to undertake a similar effort. Last but not least, also in the mechanical area, four new motor pinion gears were custom manufactured at a cost of over \$1,000. Contributions are still much needed for this car to underwrite shop staff and outside vendor time for cleaning, dipping in varnish, and baking the traction motors, renewal of much of the badly deteriorated motor and control wiring, and associated work.

BOSTON MTA MOTOR FLAT No. 2026: This work car is an essential part of the operating fleet, especially for towing disabled or unpowered cars. Both controllers were extensively rebuilt after increasing operating problems developed. One of our more active weekend volunteers shepherded this program as a priority. The shafts were completely reinsulated then the arc chutes were cleaned and broken sections repaired with epoxy. Segments were reprofiled or replaced as necessary and then reassembled.

The motor suspension bearings were found to be worn so badly that continued service could damage the motors. One of the existing bearings was built up with foundry wax to compensate for wear and shrinkage. In 1993, 16 new bronze shells will be cast by a foundry and machined by the museum to complete the repair. Shop staff time and other costs are being covered by the volunteer project sponsor.

BOSTON MTA No. 0551: This invaluable crane from Boston's Red Line receives continuous attention from its primary sponsor, who also underwrites the cost of shop staff work when needed. The steel framework supporting the boom cable pulleys was rebuilt in 1992. All



CAR MAINTENANCE: Volunteer Dick Howe expertly fabricates new parts for a controller from Boston rail flat No. 2026 using a vertical milling machine in the restoration shop. JS



BOSTON MBTA No. 3292: Peter Folger applies fresh coat of gray paint to the roof both to improve the car's appearance and enhance its conservation. FM

pulleys on the crane were removed, inspected, cleaned, painted, lubricated, and reinstalled. The original lettering on the boom was traced, then repainting continued.

BOSTON MTA No. 0553: This tool car/tender for crane No. 0551 is similarly sponsored. Most of the roof sheathing was renewed and new canvas applied by shop staff. Trolley boards and cleats were designed, which were then fabricated and installed, along with a trolley base and pole, plus roof access steps on the side of the car. Body lettering was also traced, and stencils made. Windows, which were made some time ago by shop staff, were fitted to the car, and some were then installed.

BOSTON MTA No. 0576: This flat car with hydraulic crane from Boston's Blue Line has been very helpful to the Museum's track crew in the short time since its arrival. In 1992, the marker light system was overhauled, a brake cylinder was installed, new journal box covers were made and installed, and missing brake shoes were replaced. The cab was reglazed and painted and a manual windshield wiper was installed.

EASTERN MASS./MTA No. 7005/4400: Members are starting to show renewed interest in this significant car which as long been out of the limelight. Originally Eastern Massachusetts Street Railway city/suburban car No. 7005, then later Boston Elevated Railway/MTA No.

4400, the car has been cleared of extraneous stored material and covered by tarpaulins, as it is in partially exposed indoor storage.

Because the car has been out of view for so long, a review of the car's history is in order. Built by Osgood-Bradley in 1927, the car represents 125 lightweights in the 6000 and 7000 series built in the 1920s. These fine cars ran throughout the entire Eastern Mass. system, from the Merrimac Valley to Fall River. In addition, the 7000-series cars ran on lines from the North Shore into Boston's Central Subway (now the Green Line). The cars were of high quality and were highly regarded by the industry at the time. The *Electric Railway Journal*, in reporting their introduction, stated that the 7000s were the finest lightweight cars in New England. As they were rendered surplus by the contraction of the Eastern Mass. network in the 1930s, the lightweights were sold to a number of transit systems in the United States, including Birmingham (AL),

BOSTON MTA No. 4400/EASTERN MASS. No. 7005: A long-ago fan trip brought freshly repainted No. 4400 to Commonwealth Avenue, where modern light rail cars run today. FM coll.

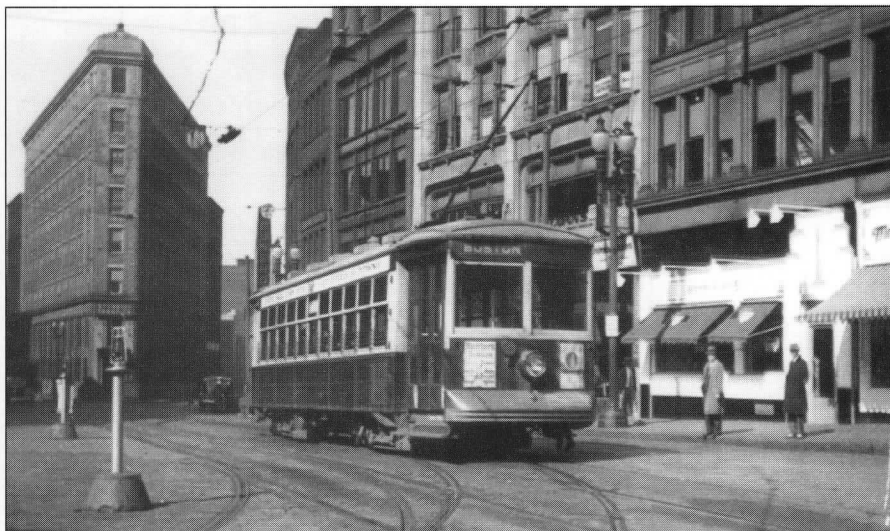


THIRD AVENUE No. 631: Volunteer project sponsor Arthur Duncan prepares the car for repairs to corroded window posts. Note the newly regauged axles waiting under the car. JS

much-admired car to undergo a full conservation program.

PHILADELPHIA TRACKLESS TROLLEY No. 336: In anticipation of later repainting, this Marmon-Herrington coach was brought out of storage and thoroughly scrubbed to remove pine pitch covering the body.

BOSTON MTA No. 4400/EASTERN MASS. No. 7005: On their home system — the Eastern Massachusetts Street Railway — these cars ran in many Bay State communities ranging from the New Hampshire border to the Rhode Island border. Here sister car No. 7015 is captured in Central Square Lynn on October 12, 1935. CD





ROCHESTER No. 1213: Scheduled to enter the shop in 1993 for major structural work is this classic example of the "Peter Witt" design, shown here running in its Upstate New York home.

PARTS PCC'S: One of the volunteers who prompted the 1985 purchase of several Boston PCC cars for parts and parts storage began a maintenance program on the cars in 1992, assisted by other volunteers. The result was that No. 3344 was totally derusted, primed, and repainted in its fleet colors using highly durable and long-lasting Dupont Imron enamel. Another volunteer performed the same work on the steel roof of No. 3174. Canvas roof sections and associated wood components were repaired and painted on Nos. 3099 and 3122.

Since purchase of these cars, additional PCC parts have been procured, making the actual components of these cars less vital to long-term Museum needs. As the development of heritage trolley lines throughout the country creates a potential resale market for such cars, conserving them is prudent. Sales opportunities would likely be affected by condition and appearance of the cars, making maintenance a valuable investment.

BOSTON MTA No. 0521: Bill Pollman and Gary Jenness relocate an air pipe while repairing the accident damage which led to the crane car's 1986 retirement from Boston's Orange Line. FM

PARTS SUBWAY CARS: Boston Red Line cars No. 0709, 0749, and 0754, which were also acquired for parts and parts storage were enhanced in 1992 by enclosure of more windows with Lexan panels to keep out rain and snow.

BOSTON (MTA) No. 0521: This tool/crane car from the Orange Line moved to the shop late in the year for repair of the moderately damaged front end. An accident on the Boston system in 1986 led to the car's removal from service. As a first protective step, the roof was cleaned and painted. Then the front truck was taken from under the car and the damaged underframe was dismantled. After careful assessment of the damage, new steel was purchased, and work continued into the new year.

RHODE ISLAND COMPANY SUBURBAN CAR No. 1703: The front vestibule of this car, which serves as an exhibit in the Visitors Center

orientation room, received some additional work. One door was stripped, stained, and varnished, and a new post milled, but not yet installed. To facilitate serving as a hands-on exhibit, a controller and air brake stand were installed so that young visitors may try the feel of a streetcar's controls.

D.C. TRANSIT SYSTEM PCC No. 1304: Though restoration is now on hold, the car received two newly-fabricated front door leaves, kindly donated by Precision Coach Works, of Billerica, Massachusetts. The new parts



exactly match the severely corroded originals they replace.

OAKLAND KEY SYSTEM No. 804: Immediately after its arrival, a volunteer applied a heavy coat of wood preservative to all exterior wood on the car. Shortly thereafter the car was set on a pair of temporary trucks and then fully protected by a lightweight tarp. Because of its overall very good condition we expect that this car will be given inside storage when the carhouse space is next expanded.

EASTERN MASS. SNOW SWEEPER No. P-601: As some areas of the car's surface were peeling, they were spot-primed and touched up in yellow, as needed.

ROCHESTER (NY) No. 502: The heavy-weight tarp on this New York State Railways car developed a large tear from end to end. At considerable effort, volunteers removed the tarp carefully, returned it to its fabricator for repairs, then placed it back over the car. Meanwhile one of our volunteers noted that tears were developing on a similar tarp covering **NEWPORT & PROVIDENCE OPEN CAR No. 9**, so she carefully sewed the tarp before the tear became as large as that on No. 502's tarp.

NEW YORK CITY TRANSIT AUTHORITY SUBWAY CARS Nos. 800 AND 1440: These cars continued to undergo a program of gradual electrical and mechanical repairs, with resistance grids and the brake system receiving the most attention. Their first operation since leaving New York may be possible in 1993. For Seashore's younger members, rapid transit equipment such as these "R-9's" were the most familiar transit vehicles of their youth, as conventional streetcars were long gone. Just as many of our senior members recall World War II era trolleys with fondness, members in their 20s and 30s recall conventional rapid transit equipment as historic.

BOSTON MTA WALTER RAIL CRANE TRUCK No. 1425: This project advanced in 1992, but on a lesser scale than in the prior year. About 75 percent of the unit is now

BOSTON No. 3344: In 1992, members repainted this non-accessioned car, which was acquired for parts or eventual re-sale, to protect it from the elements. FM



Caterpillar D-4: Project sponsor Charles Griffith with this Museum workhorse. The blade has been temporarily removed for repairs. FM

derusted, primed, and painted in the MBTA work equipment yellow paint scheme.

CATERPILLAR D-4 BULLDOZER AND LORAIN CRAWLER CRANE: Though not part of the accessioned collection, these two important pieces of work equipment are maintained and improved regularly by one of the Museum's most active volunteers. He does much of the work himself, and underwrites the cost of parts, outside work, and fuel. In 1992, work on the D-4 included building up the running surfaces of the front idlers then sending them out for bearing replacement. The hydraulic pump was also rebuilt by a contractor. The "house" cab of the crawler crane was jacked from the body to enable fabrication of new bearings and removal of swing rollers to be built up. Sheet metal repairs were also made to the cab.



EXHIBIT ACQUISITIONS

Five major vehicle acquisitions arrived at the Museum during 1992. Four were incomplete carbodies, all either significant examples from previously unrepresented regions and cities, or of an important architecture or technology. The one bus is of a type totally new to the collection.

First to arrive was Kansas City, Clay County & St. Joseph center-entrance interurban Car No. 24. This short-lived line (1911-32) was a magnificently engineered high-speed link between major cities, built very late for an interurban. Its early demise during the Depression may have been in part due to the impossibility of converting to one-man operation any of the several series of center-entrance cars that comprised the entire passenger fleet.

No. 24 was of the first set, among the earliest built by Cincinnati Car Company with the revolutionary stressed skin design, later used on the Museum's Rochester No. 1213, and even later touted as a breakthrough by Stone and Webster on cars like Seashore's Dallas No. 434 and our three Birney cars. It also has the cork roof insulation sandwiched between steel sheeting, a Cincinnati innovation. After the line folded, the carbody was apparently used in various farm-related applications until discovered in a field by Kansas City historian David Short, who kindly donated No. 24 to Seashore, sponsored its transport costs, and pledged further contributions to its restoration. An advance crew sent ahead prepared the car for a semi-tractor and dolly move with assistance from local members and a weld-

FORD TRANSIT ARRIVAL: The newly arrived Ford bus, whose transit owner remains unknown, poses in front of Northampton Station.

FM



KANSAS CITY, CLAY COUNTY & ST. JOSEPH RAILWAY: This view, taken in 1926, shows No. 25 (sister to Seashore's No. 24) operating as part of a two car train. The cars weighed 85,000 pounds and were capable of 75 miles per hour.

ing contractor. The car arrived in Maine without incident on March 21. It was subsequently set on correct Baldwin AA trucks. Hopefully more such trucks can be found in Japan, as this set is ultimately assigned to Boston & Worcester car No. 149.

The year's only bus acquisition was a standard Ford Transit whose number and history are so far not known. The mid-thirties design was the number two automaker's only entry into the bus field, and filled somewhat the same economic niche as the Birney car did for streetcars. Low in first cost and economical on fuel, it used the famous Ford Enbloc V-8. Splendid for automobiles, the engine left the bus underpowered, and most were re-engined by transit



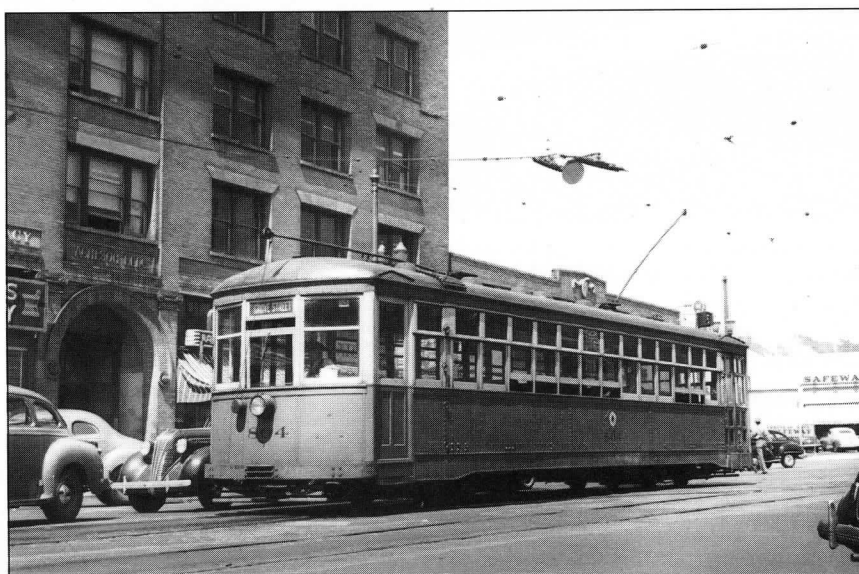
operators, but not this one. It also lacks the rotted out body features these vehicles usually exhibit from lightweight construction and severe service. The presumption is that it was withdrawn early from transit service, perhaps because of financial failure of the operating system.

Its long time owner had used the bus sparingly as a camper, and kept it garaged and serviced regularly in Massachusetts. Following his death, the garage and contents were purchased by a collector who only wanted an accompanying antique auto, and was willing to sell the bus to Seashore reasonably. The Ford Transit came to Maine in May. Its seats had been removed, but they were stored nearby. Rust spots have been sanded and primed. Although it was made operational, the bus will need more mechanical work before becoming a reliable exhibit. Fortunately, it will require far less restoration than most current acquisitions. Further research into its history will also be undertaken.

Though overshadowed in California by San Francisco, Oakland was a major traction city in its own right, with most of the action under the aegis of sundry incarnations and affiliates of the famous Key System. The transbay (both by ferry and later the Bay Bridge) services lasted a decade longer and are better remembered, but there was a vast local streetcar operation that also extended to Berkeley and other East Bay communities. Car No. 804 was built in 1918 as a deck roof open rear platform car by the Emeryville shops of the San Francisco & Oakland Terminal Railway, an early subsidiary of the Key System. The monitor roof was removed in the 1930s when the car was reconfigured as the system converted to one-man operation. No. 804 still exhibits the ambiance of the Eastbay Transit, as the trolley operation was familiarly known, and for a time officially designated. This is the only Key System car preserved beyond the west coast, and is the only known survivor of

the 800 series, the second largest group of the system's pre-steel car fleet.

The car was found several years ago in a walnut grove on an obscure road near Visalia, in California's Central Valley. A member of the Bay Area Electric Railway Association, which operates the Western Railway Museum at Rio Vista Junction, California, made the discovery on a back road bicycle trip. As Rio Vista already has a substantial and splendid Key System Collection, the Bay Area museum kindly passed this find on to Seashore. Charles Black, owner of the grove, recalled how his father, a former Pacific Electric streetcar mechanic, had purchased the car from a



KEY SYSTEM, OAKLAND, CALIFORNIA: Seashore's No. 804 in traffic in downtown Oakland, probably during the 1940s. These cars were built with a traditional deck roof, which was later replaced with the simpler arch roof shown here. RB

salesman who came through peddling carbodies, shortly after the end of Oakland streetcar service in 1948. A neighbor bought eight, but all have disappeared.

Mr. Black offered to donate the body if we would replace it with a semi-trailer body to perform the car's storage function. One was obtained locally, and its running gear would be used to dolly the car across the country. Several advance parties that included both Seashore members and volunteers from the Orange Empire Trolley Museum in southern California prepared the car for shipment during April and May, with considerable support from the Black family, along with the contracted services of a very compe-



LYNCHBURG, VIRGINIA: This photo shows the handsome lines of the J. G. Brill Company's Master Unit design of 1929. No. 107 (Seashore's car was No. 115 in Lynchburg) poses at the Fort Hill terminal of the Peakland line in August, 1938, three years before final abandonment of the system. ET

tent local welder. We had been approached earlier by Trailer Transit, Inc., a tow firm in Porter, Indiana, to move this car. Their bid was less than it would have cost to send volunteers out deadhead with a rented tractor. We have yet to find anyone who will rent semi-tractors or trailers one-way. Accordingly, driver Jim McCollough picked the car up at the walnut grove on May 19, and delivered it to

teers on a leased semi-trailer flatbed. The Knoxville Railway and Light Company had been a loyal customer of Cincinnati Car Company. No. 410 was, in 1925, one of the last single truck units built to the famed curved-side design. The car exhibits the feature of an on-board postal drop box that enabled patrons to mail letters on any passing trolley. Common in Europe, the service was unique to Knoxville in this country.

A number of bodies were sold for secondary service when Knoxville streetcar operations closed in 1947. The best of three still known to exist was offered for donation by Mrs. Mardell Brewer of Tazewell, Tennessee. No. 410 had been taken up from Knoxville to Shelby Hollow, near the Tennessee Valley Authority's Lake Norris. It had served as a drive-in food stand and later a residence, but had been vacant



LYNCHBURG/ROANOKE MASTER UNIT: After being removed from service, the car served as a diner. Here a contractor's crane removes the car in preparation for its trip to Maine. TSdB

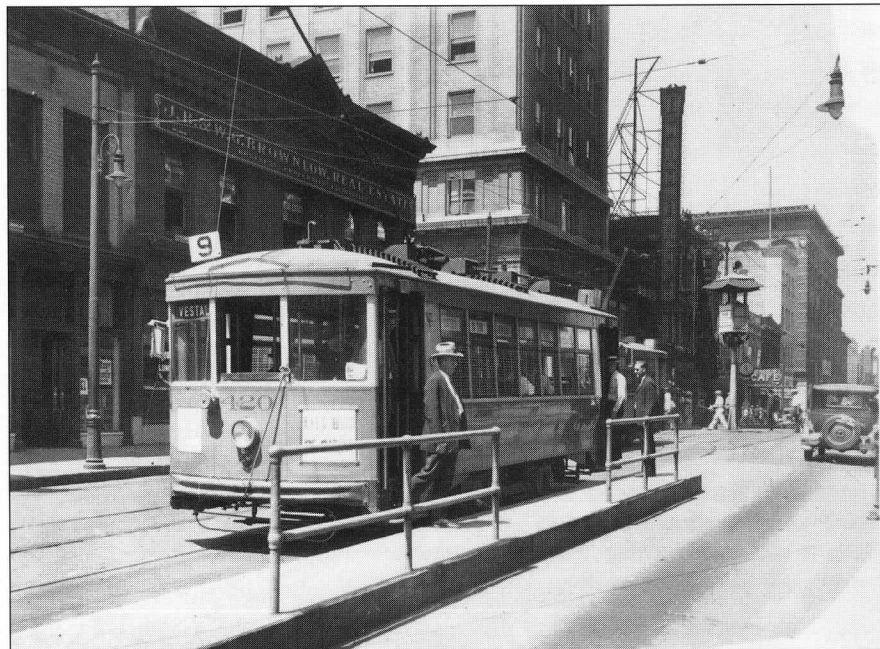
for some years as junk accumulated and attached structures deteriorated. The car body itself was exceptionally sound and straight, though its roof had suffered some deterioration following partial failure of a protective over-structure. An advance party went to Tennessee in late October to clear the area and prepare the car for shipment. The trucking crew from the Museum followed and delivered No. 410 to Seashore on November 1.

One of the very last efforts to develop a modern city streetcar prior to the PCC program of the mid-1930s resulted in the Brill Company's Master Unit of 1929. A modified version was introduced the following year, but most of those were further modified for individual proper-

of original standard Master Units was in Lynchburg, Virginia, where 20 cars came in 1929 to replace the entire base service fleet. Three other cars added to this order went to Yakima, Washington. When Lynchburg began to close its system in 1937, ten of its Master Units went to nearby Roanoke to serve another decade. Of a number of Virginia car bodies sold for secondary use, only Roanoke No. 51 (Lynchburg No. 115) is known to have survived, as an abandoned diner in Callaghan, Virginia.

After several years, the acquisition of No. 51 was negotiated with John Bradley, who had owned the property for a number of years after the diner closed, having been bypassed by a freeway. Because the car formed part of a

larger building, a traditional structure would have to be built to replace the car body. This project was still in progress at year end. An advance party went to Virginia, arriving November 3. Using a rented jackhammer, a cement sidewalk that ran around one side and both ends of the car was removed and other general preparations were completed by the time the truck arrived from Maine on November 4. A local crane service loaded No. 51 rather easily, and the rig was able to leave on the afternoon of November 5. The load was light enough so that the truck could call at Topton, Pennsylvania the next day, and load



KNOXVILLE, TENNESSEE: A classic American downtown scene captures No. 420 (Seashore's car is No. 410) in Knoxville. Note the police tower in the intersection. JB

ties, notably the Wilmington drop platform version, of which no survivors are known, and the Baltimore Peter Witt configuration, at 150 units was by far the largest fleet of similar cars. The latter class includes Seashore's No. 6144. The onset of the Depression crippled the project far short of the hundreds of orders envisioned by Brill and its competitor, Osgood-Bradley, for their contemporary and very similar Electromobile.

The largest domestic fleet (60 went to Santiago, Chile)

three motors obtained from the private streetcar rebuilding firm, Blossom Car Works. No. 51 arrived at Kennebunkport November 8, and was unloaded the following day onto temporary trucks.

Additionally, two work flatcars, Nos. 0507 and 0554, came in 1992 from the Massachusetts Bay Transportation Authority. They are to be used for spare parts and service functions, and are not accessioned to the collection.

NORTH TERMINAL REPORT

From the very beginning of the Museum, a Seashore goal has been to operate a trolley ride between the present Museum site at Kennebunkport and the Museum's property on U.S. Route 1 in Biddeford. From 1957 to 1960, Seashore actually operated its passenger service off Proctor Road in Arundel, just north of the Boston & Maine Railroad bridge on Route 1. The then North Terminal successfully attracted casual tourists — those who did not know they were going to visit the Museum until seeing the activity along Route 1 — and who increased the Museum's gate count from 7,000 in 1956 at Kennebunkport to around 21,000 in 1958 at the North Terminal, a very impressive figure for that era.

The Route 1 operation was discontinued after the 1960 season because of the difficulty of managing two trolley operations separated by four miles of incomplete track. Subsequently, visitor revenue continued to grow as operations moved back to the main site. However, believing that a Route 1 destination would eventually be perceived as vital to Seashore's future, a member purchased several parcels of property in Biddeford, which would provide approximately 400 feet of direct frontage on Route 1, and be in an area zoned to permit all development envisioned for a future Biddeford station.

In 1982, Biddeford Station was incorporated as a separate, for-profit, Maine corporation. The charter of Biddeford Station lists its purpose as to develop and operate a North Terminal for the Seashore Trolley Museum, to develop a restaurant, to operate a gift shop, and a small theater. All of these activities would complement those of Seashore, yet permit development of the Biddeford property at no expense to the Museum. Over the years, significant blocks of Biddeford Station stock have been donated to Seashore by the company's founders.

The year 1992 was one of the best years for the North Terminal development. Seashore's Terminal Improve-

ment Fund raised almost \$2,000 in new money, while Biddeford Station Inc. received almost \$80,000 in shareholder investment. This new money made possible significant progress and permitted the Terminal Improvement Fund to underwrite the acquisition of concrete drainage pipes and to assist with some main line extension projects. The Terminal Improvement Fund remains a healthy restricted fund, prepared to assist in the main line extension to Biddeford.

The most visible change at Biddeford Station, has been the spectacular blasting of the granite domes which previously made the future parking lot look like a potential rock



BIDDEFORD STATION: In 1992, the passenger platform outside of the station building was completed and track installed, ready to receive cars once the main line connection to Talbott Park is complete. RD

quarry. The lot is now flat, some drainage has been installed, and the blasted rock was used to create an attractive rock wall along the northernmost parking limit. Beyond the wall, the land must be left undisturbed due to environmental regulations applicable to wetlands.

Another visible project, has been the construction of the track retaining wall. The rail approach to Biddeford Station arrives over five feet above the level of the parking lot and station building. This high elevation will enhance the visibility of Seashore's cars as seen from Route 1, and creates part of the image which will "catch" the casual tourist — who perhaps was not planning to stop at Biddeford until seeing the Biddeford Station complex.

MUSEUM STORE REPORT

Related to the retaining wall, the track pad and station platform were constructed along the westerly wall of the station building. The existing track panels were craned into position on the pad, and now gives the impression the next car from Seashore could arrive at any minute.

Continuing outside to the back lot — the easterly side of the property — one can now walk over the grade of the future two-foot gauge demonstration loop. The line is quite attractive, involving woodlands, fields, high fills, and two stream crossings. Additional fill and grading will be necessary before rail can be laid over the entire route. The two-foot gauge track has progressed to the point that the Great Northern narrow gauge diesel can run about 400 feet each way.

Inside the building, the kitchen area wall and floor tile has now been laid. This finishing treatment makes the kitchen appear ready for the stoves and staff to move in. Interestingly, even before construction is complete, we received two unsolicited offers from outsiders who want to operate the restaurant, demonstrating that the development looks viable to those with experience in the business.

Moving to the dining room area inside the building, the northerly wall has been built with its multiple casement windows. This new glass wall floods the room with light, and opens a vista which will include the station stop for the two-foot gauge line, as well as views of the distant woods and stream.

Last to be built was the massive fieldstone fireplace which dominates the dining room, and adds to the western lodge theme which began with the 1976 acquisition of the Great Northern Railway "Ranch" dining car. The fireplace is equipped both to heat the room and decorate it with a crackling wood fire.

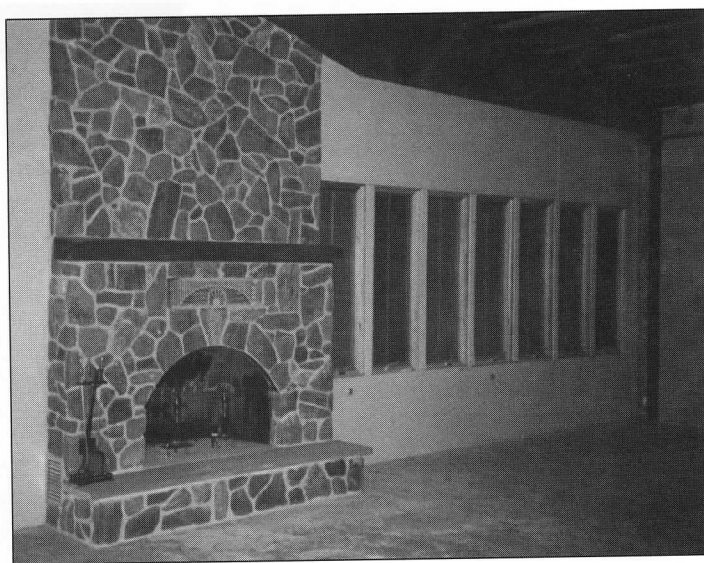
Development will continue in 1993 to the extent that funding can be secured. Seashore obtained by donation additional shares in Biddeford Station Inc. during 1992, bringing its direct ownership to 11%. In addition, 6-plus acres of land east of the Biddeford Station property was donated to Seashore by one of the Biddeford Station shareholders.

The Museum Store ended the 1992 season with on-premise sales of just over \$101,000 and mail order sales of nearly \$4,000. Both figures were a bit lower than for the prior year.

The store interior was enhanced by the addition of a large wall mural from the Boston transit system depicting the city's first generation of elevated cars. A genuine Regulator wall clock now commands the back wall of the sales area and a replacement wood stove was obtained for the older one that serves the store in colder weather. Some effort was also given to the continuing standardization of the interior furniture and fixture coloring. Interior light fixtures were installed in the front counter display cases, a long-planned improvement.

The re-issue of some long out-of-print trolley books by a sister museum was a welcome development, especially as new titles on electric railway subjects have become less frequent over the last few years. This void has been filled by the appearance of a growing number of very well produced videos from a number of suppliers. Book sales were supplemented by an agreement with a long-time member to sell vintage trade and related publications on a consignment basis. The outstanding souvenir this year was the Bullet Car T-shirts and sweat shirts which sold at a very brisk pace.

BIDDEFORD STATION INTERIOR: Completed during 1992 was this fieldstone fireplace, which should contribute very positively to the ambience of the future station restaurant. RD



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.

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Last fall, preliminary indications were that our budgeted general fund expenditures would significantly exceed our projected income. We attributed this to a recession-related drop in tour bus business and in gate admissions that were less than budget. It was vital that we close this gap, given the unfavorable effect that it could have on major donors and grant makers.

To make up the difference, we cut upcoming expenses from the budget wherever possible, and commenced an appeal to our members to raise the required monies.

With three months to go in 1992, your Board of Trustees asked for help and our members, responded dramatically.

By November 4, contributions to this appeal totaled \$3,156. As of December 9, \$7,678 had come in. By

December 31, 1992 the total was \$14,724, and as of March 11, 1993 we had received \$16,954, an additional \$1,730 having been sent during the first quarter of the new year.

The books have closed now on 1992, and the General Fund has ended up in the black, on the positive side of the ledger. The amount received from all of you in response to our appeal allowed us to meet our goals.

This impressive result occurred because 325 members – approximately 25% of our total membership – and four corporations came to our aid in a time of severe need and literally pulled the Museum out of a financial quagmire. The Board of the Trustees of the Seashore Trolley Museum gratefully acknowledges the contributions of the following members and friends:

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 Lois Mawby, *New York, NY*
 Joseph McAdam, *Medford, MA*
 James W. McCloskey, *West Roxbury, MA*
 Andrew McGowan, *Oceanside, CA*
 Jay McMahon, *Watertown, MA*
 Robert C. Melcher, *Westbrook, ME*
 Lewis D. Mellen, *Richmond, MA*
 Ara Mesrobian, *Chevy Chase, MD*
 John L. Middleton, *Lexington, MA*
 Leonard Miles, *Agawan, MA*
 Jeffrey S. Miller, *Union City, NJ*
 Ben Minnich, *Perris, CA*
 Donald F. Morrison, *Wallingford, PA*
 Channing H. Morse Jr, *Wareham, MA*
 Henry I. Morton, *Lake Wales, FL*
 William Mosteller, *Falls Church, VA*
 Benjamin Muckenhoupt, *Neshanic Station, NJ*
 Philip J. Mulligan, *Philadelphia, PA*
 Jason D. Mulvihill, *Farmington, CT*
 Bill Murphy, *Brookline, MA*
 Ingo Naefcke, *Bargteheide, Germany*
 John R. Naugler, *Nashua, NH*

- Lloyd E. Neal, *Somerville, MA*
 Virginia M. Nelson, *Burnsville, MN*
 Ronald E. Newton, *West Coxsackie, NY*
 David A. Norman, *Minneapolis, MN*
 Barbara O'Brien, *Saugus, MA*
 William O'Brien, *Saugus, MA*
 Joseph M. O'Mahoney, *Maplecrest, NY*
 Stanley J. Orłowski, *Saugus, MA*
 Everett H. Palmer, *Norwalk, CT*
 Foster M. Palmer, *Watertown, MA*
 Stuart M. Palmer, *Columbus, NJ*
 Eleanor Parker, *San Francisco, CA*
 Lawrence C. Parker, *Sarasota, FL*
 Larry Parmenter, *Woburn, MA*
 Winfield Peck, *Greenfield, MA*
 Herbert Pence, *Manchester, NH*
 William S. Pepper, *Andrews, IN*
 Tom Phillips, *Bowie, MD*
 Lucien B. Phinney, *Tucson, AZ*
 Joseph Piccirilli, *Paramus, NJ*
 Charles R. Pidacks, *Marlboro, MA*
 Al Piper, *Leominster, MA*
 Fourtin Powell, *Rockland, ME*
 PPG. Industries Foundation, *Pittsburgh, PA*
 Newton K. Pratt, *Honolulu, HI*
 John F. Prior, *Arlington, MA*
 Robert C. Purvis, *Forestville, CT*
 James F. Reardon, *Tewksbury, MA*
 Frank Redington, *Lanesboro, PA*
 Robert J. Reich, *Methuen, MA*
 Douglas A. Reiman, *Damascus, MD*
 Tom Remsen, *Hudson Falls, NY*
 Rudy Rinda, *New Milford, NJ*
 Edward A. Rose, *Woburn, MA*
 Sydney A. Rose, *Salisbury, MA*
 Ron Rosenberg, *Harrison, NY*
 Edward Rowse, *Bradford, VT*
 Roy Saunders, *Bethel, MA*
 Tom Santarelli, *South Hamilton, MA*
 Robert W. Saunders, *Bethel, ME*
 William E. Savage, *Dorchester, MA*
 Mark J. Scannell, *Nashua, NH*
 James D. Schantz, *Boston, MA*
 James R. Schiffer, *Westfield, NJ*
 Ludwig Schmidt, *New York, NY*
 Paul Schneble, *Wauwatosa, WI*
 C.R. Scholes, *Cincinnati, OH*
 Jonathan D. Schor, *Manchester, NH*
 Bob and Eleanor Scribner, *Kennebunkport, ME*
 George A. Sefranek, *Bethlehem, PA*
 Helene Shain, *Philadelphia, PA*
 Burton B. Shaw, *Worcester, MA*
 David Shaw, *Kennebunkport, ME*
 Ellen W. Shaw, *Worcester, MA*
 Joseph T. Shea, *Albany, NY*
 Carl A. Sherblum Jr., *Coventry, RI*
 Louis Sherman, *Palm Desert, CA*
 Pam Skorback, *Charlestown, MA*
 Howard C. Steele Jr., *Wilmington, DE*
 Rev. W. Stevens Shipman, *New Cumberland, PA*
 E. A. Silloway, *Franklin, MA*
 Russell Silva, *Medford, MA*
 Jeffrey N. Sisson, *West Roxbury, MA*
 Donald R. Smith Jr., *Schenectady, NY*
 Freeland D. Smith, *Kennebunkport, ME*
 Robert E. Smith Jr., *Whiting, NJ*
 Thomas W. Smithers, *Medford, MA*
 Robert Sokol, *Sun City, CA*
 Roger Somers, *Hudson, NH*
 H. Stephen Spacil, *Schenectady, NY*
 Eleanor Speers, *Kennebunkport, ME*
 John Spellman, *New York, NY*
 Walter W. Sprague, *Acton, MA*
 Jane A. Starr & Family, *Bedford, NH*
 Paul R. Stevens, *Philadelphia, PA*
 John M. Stevenson Jr., *Fort Worth, TX*
 Douglas Stewart, *Cape Elizabeth, ME*
 Walter R. Stillman, *Quechee, VT*
 Edmund L. Stoddard, *Tewksbury, MA*
 Carl R. Strathmeyer, *Reading, MA*
 Allan W. Styffe, *Glendale, CA*
 Joseph P. Sullivan, *Chicago, IL*
 Thomas F. Sullivan, *Mattapan, MA*
 Richard V. Tabelaing, *Belmont, MA*
 Thomas L. Tallentire, *Aurora, IN*
 Edson L. Tennyson, *Vienna, VA*
 Robert Terhune, *Houston, TX*
 Henry P. Thurlow Jr., *Salisbury, MA*
 Nelson & Elizabeth Timken, *Bellerose Manor, NY*
 Roger Tobin, *Dedham, MA*
 Roger D. Traubert, *East Falmouth, MA*
 Frank B. Tupper, *Scarborough, ME*
 Richard C. Valinski, *Fishkill, NY*
 Robert Vibbert Jr., *Rahway, NJ*
 David L. Waddington, *Orleans, MA*
 William C. Wagner, *Warminster, PA*
 Michael A. Warshawsky, *Andover, MA*
 Dwight E. Wascom, *Farmington, ME*
 Lewis Weber, *Pennsauken, NJ*
 Donald F. Weeks, *Candia, NH*
 Henry S. Wells Jr., *Baltimore, MD*
 Grant D. Whipple, *Carleston, SC*
 Edwin F. Whitney, *Brunswick, ME*
 Robert W. Whitney, *Northboro, MA*
 Mel Williams, *Boston, MA*
 Williams-Swett Heating, *Kennebunk, ME*
 Charles J.E. Wilson, *Kennebunkport, ME*
 R. S. Wilcox, *Stillwater, MN*
 Wilson Bus Lines, *East Templeton, MA*
 M. Dwight Winkley, *Danvers, MA*
 Howard Wong, *Brookline, MA*
 Hubert Woodward, *New Haven, CT*
 George W. Woodzell, *Schenectady, NY*
 Charles Woolnough, *Barefoot Bay, FL*
 Chester Yee, *Brooklyn, NY*
 Howard Young, *Vallejo, CA*
 Robert N. Young, *Williamsburg, VA*
 Benedict Yuscavitch, *Carver, MA*
 Christopher E. Zearfoss, *Philadelphia, PA*

FINANCIAL REPORT

The audited financial statements for the year 1992, as produced by the Society's independent auditors are presented on pages 48 through 52. The Society's financial statements are audited by the firm of Newman Noyes & Associates, the successor firm to the Portland, Maine office of Ernst and Young. Seashore's audit continues under the auspices of the same partner who handled the audit when the office was part of Ernst and Young.

During 1992, the Society began the first steps to implementation of a fully integrated accounting system using computer technology and fund accounting software. The Society has an unusually large number of donor restricted funds requiring individual reporting for internal purposes. The number of these funds changes from time to time but is approximately 150. The basic general ledger, cash disbursements, and revenue recording software was installed during 1992. Plans were formulated to install a computerized purchase order system, a payroll system which will include cost accounting of the payroll, and accounts receivable and accounts payable modules during 1993. When the project is complete, on line access to current information will be possible.

Cash support and revenues continued to climb in 1992 compared to the previous year. During the year major support from the United Parcel Service Foundation and the Casey Albert T. O'Neil Foundation added revenues to the Unrestricted Fund. Generous donations from members and a bequest from member Glen Kidder's estate were added to donor restricted funds which are primarily used for restoration of our collection of vehicles.

For the second year in a row contributions-in-kind and donated services recorded dramatic increases. A large part was due to enhanced reporting, but we have a very active and involved membership who cares about the cars, track, buildings, and the administrative duties at Seashore, and have increase their contributions of time and materials to meet the Society's goals.

New England continued to be hit by the recession but Seashore escaped some of the downturn experienced by other businesses in the area. Paid attendance was flat compared to the previous year. The tour bus business dropped substantially, but those missing tour bus patrons were replaced in part by individual visitors.

The museum store experienced a small increase in sales, but a larger increase in net profit. Food sales at the snack bar, mostly staffed by volunteer help, also registered an increase.

Total cash support and revenues increased 14% from 1992, as illustrated in the chart labeled Figure 1 on the previous page. The

FIGURE 1
SUPPORT AND REVENUES FROM 1983 TO 1992

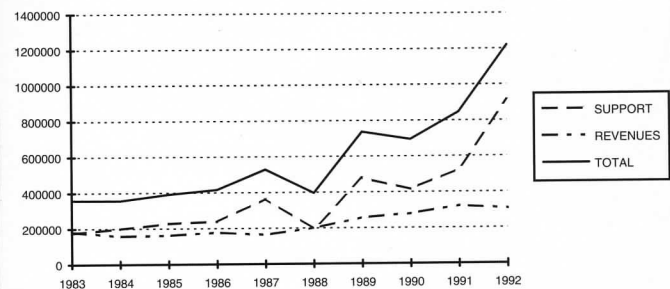


FIGURE 2
CASH SUPPORT AND REVENUES IN 1992

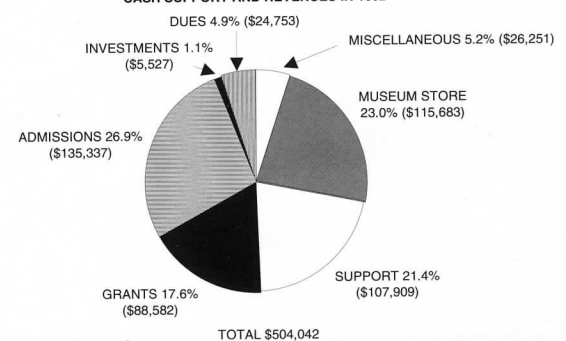


FIGURE 3
ANNUAL MUSEUM VISITORS FROM 1983 TO 1992
(including member visits starting in 1992)

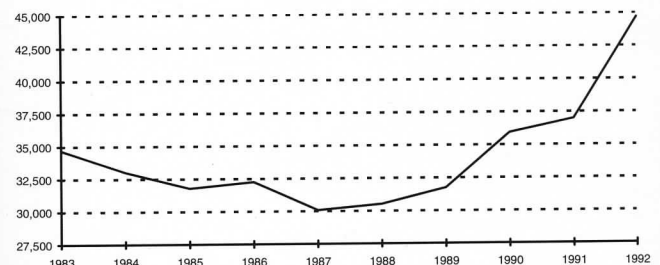


FIGURE 4
AVERAGE INCOME PER VISITOR FROM 1983 TO 1992



BALANCE SHEET

At December 31, 1992	1992				1991
	Unrestricted	Restricted	Plant	Total	Total
Current assets					
Cash	\$119,768	\$83,980	\$ -	\$ 203,748	\$ 99,769
Short-term investments (note 2)	-	83,781	-	83,781	104,240
Accounts receivable	5,533	-	-	5,533	7,213
Interfund account	-	-	-	-	1,899
Inventories	69,508	-	-	69,508	50,344
Prepaid expenses	5,679	-	-	5,679	3,991
Total current assets	200,488	167,761	-	368,249	267,456
Other investment (note 2)	-	-	103,920	103,920	68,000
Fixed assets - net (note 3)	-	-	991,215	991,215	954,867
Total assets	\$200,488	\$167,761	\$1,095,135	\$1,463,384	\$1,290,323
Liabilities and fund balances					
Current liabilities					
Current portion of long-term debt	\$ -	\$ -	\$ 7,014	\$ 7,014	\$ 6,592
Accounts payable & accrued expenses	28,926	-	-	28,926	43,465
Interfund account	-	-	-	-	1,899
Deferred income	20,042	-	-	20,042	60,802
Total current liabilities	48,968	-	7,014	55,982	112,758
Long-term debt (note 4)	-	-	109,471	109,471	117,323
Total liabilities	\$ 48,968	\$ -	\$ 116,485	\$ 165,453	\$230,081
Fund balances					
Plant fund	-	-	978,650	978,650	830,952
Restricted (note 6)	-	167,761	-	167,761	93,783
Unrestricted					
Designated by the Trustees (note 5)	27,016	-	-	27,016	125,956
Undesignated, available for general activities	124,504	-	-	124,504	9,551
Total fund balances	151,520	167,761	978,650	1,297,931	1,060,242
Total liabilities and fund balances	\$200,488	\$167,761	\$1,095,135	\$1,463,384	\$1,290,323

See accompanying notes to financial statements

distribution of these revenues is illustrated in Figure 2. Admissions and store sales each contribute roughly a quarter of the Society's income, followed by grants and support (donations other than grants) which each contributed roughly a fifth of the cash inflow in 1992. Income per visitor remained flat, at roughly \$7.80 per visitor in 1992,

as illustrated in Figure 4.

In 1992, the Society began a more accurate count of member visits, and these are now added to the paying patrons as illustrated in the chart labelled Figure 3.

STATEMENT OF SUPPORT, REVENUE AND EXPENSES AND CHANGES IN FUND BALANCES

For the years ended December 31	1992				1991
	Unrestricted	Restricted	Plant	Total	Total
Support and revenue					
Contributions and bequests (note 1)	\$ 107,909	\$ 137,366	\$ 874	\$ 246,149	\$ 115,960
Contributions-in-kind (note 1)	63,248	-	95,920	159,168	108,007
Contributed services (note 1)	418,526	-	-	418,526	282,399
Membership dues	24,753	-	-	24,753	22,410
Admissions	135,337	-	-	135,337	141,782
Investment income	5,527	-	-	5,527	9,601
Unrealized gain on investments	-	-	-	-	32
Miscellaneous	26,251	-	-	26,251	33,830
Revenue from auxiliary operation	115,683	-	-	115,683	114,248
Grant (note 7)	88,582	-	-	88,582	17,990
Total support and revenue	\$ 985,816	\$ 137,366	\$ 96,794	\$ 1,219,976	\$ 846,259
Expenses (note 1)					
Program expenses					
Curatorial and exhibits	361,923	118,365	19,075	499,363	377,787
Support expenses					
Membership	11,507	-	241	11,748	19,948
General and administrative	360,810	-	5,032	365,842	220,074
Fund raising	6,746	-	-	6,746	38,852
Total support expenses	379,063	-	5,273	384,336	278,874
Auxiliary operation	92,532	-	6,056	98,588	108,580
Total expenses	\$ 833,518	\$ 118,365	\$ 30,404	\$ 982,287	\$ 765,241
Excess of support and revenue over expenses	<u>\$ 152,298</u>	<u>\$ 19,001</u>	<u>\$ 66,390</u>	<u>\$ 237,689</u>	<u>\$ 81,018</u>
Fund balances - beginning of year	\$ 135,507	\$ 93,783	\$ 830,952	\$ 1,060,242	\$ 979,046
Expenditures for					
Property and equipment	(6,752)	-	6,752	-	-
Debt retirement	(6,556)	-	6,556	-	-
Transfers (notes 2 and 6)	(122,977)	54,977	68,000	-	178
Fund balances - end of year	<u>\$ 151,520</u>	<u>\$ 167,761</u>	<u>\$ 978,650</u>	<u>\$ 1,297,931</u>	<u>\$ 1,060,242</u>

See accompanying notes to financial statements

NOTES TO FINANCIAL STATEMENTS

December 31, 1992

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The New England Electric Railway Historical Society (the Society), the owner and operator of the Seashore Trolley Museum in Kennebunkport, Maine, is a Maine corporation and 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.

SCHEDULE 1: FUNCTIONAL EXPENSES

	1992							1991
	Program		Supporting Expenses				Total Expenses	
	Curatorial & Exhibits	Member-ship	G&A	Fund Raising	Total	Auxiliary Operation		Total Expenses
For the years ended December 31								
Salaries and related expenses	\$ 85,969	\$ -	\$ 49,825	\$ -	\$ 49,825	\$ 10,951	\$ 146,745	\$ 109,070
Contributed services	232,734	3,472	167,137	-	170,609	15,183	418,526	280,968
Professional fees	38	-	27,875	5,256	33,131	-	33,169	17,987
Utilities	2,463	-	31,017	-	31,017	-	33,480	34,661
Conservation and maintenance	106,678	-	20,850	-	20,850	-	127,528	50,977
Taxes and fees	-	-	1,504	-	1,504	12	1,516	3,313
Insurance	7,610	-	11,985	-	11,985	-	19,595	17,723
Equipment rental	-	-	61	-	61	-	61	49,431
Administration	12,536	8,035	42,063	1,490	51,588	2,829	66,953	74,665
Interest	-	-	8,493	-	8,493	-	8,493	11,315
Miscellaneous	32,260	-	-	-	-	-	32,260	19,819
Cost of goods sold	-	-	-	-	-	63,557	63,557	62,941
Total expense before deprec.	<u>480,288</u>	<u>11,507</u>	<u>360,810</u>	<u>6,746</u>	<u>379,063</u>	<u>92,532</u>	<u>951,883</u>	<u>732,870</u>
Depreciation	<u>19,075</u>	<u>241</u>	<u>5,032</u>	<u>-</u>	<u>5,273</u>	<u>6,056</u>	<u>30,404</u>	<u>32,371</u>
Total expenses	\$499,363	\$11,748	\$365,842	\$6,746	\$384,336	\$ 98,588	\$982,287	\$765,241

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.

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 \$418,526 and \$282,399 in 1992 and 1991, respectively. Of such amount, \$1,431 was capitalized in 1991 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 1992 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 \$95,920 (\$897 in 1991) which was recorded in the plant fund and the remainder charged to functional expenses.

SHORT-TERM INVESTMENTS

Short-term 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 the Society.

INCOME TAXES

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

STATEMENT OF CASH FLOWS — UNRESTRICTED FUND

For the year ended December 31	1992	1991
Cash flows from operating activities		
Excess of support & revenue over expenses	\$152,298	\$53,018
Adjustments to reconcile excess of support and revenue over expenses to net cash (used) provided by operating activities		
Unrealized loss on short-term invest	-	3,423
Unrealized gain on other investment	-	(4,080)
Non-cash contribution	-	(34,000)
Changes in assets and liabilities		
Accounts receivable	1,680	(1,989)
Inventories	(19,164)	(10,391)
Prepaid expenses	(1,688)	(1,777)
Accounts payable & accrued expenses	(166)	4,994
Security deposit	-	(15,000)
Deferred income	12,822	(4,751)
Net cash provided (used) by operating activities	145,782	(10,553)
Cash flows from investing activities		
Short-term investments	38,517	69,862
Capital expenditures	(6,752)	(32,601)
Net cash provided by investing activities	31,765	37,261
Cash flows from financing activities		
Amount paid to other funds	(53,078)	(19,472)
Repayment of long-term debt	(6,556)	(6,137)
Net cash used by financing activities	(59,634)	(25,609)
Increase in cash	117,913	1,099
Cash, beginning of year	1,855	756
Cash, end of year	\$119,768	\$ 1,855

Supplemental disclosure of cash flow information

Interest paid	\$8,493	\$11,315
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See accompanying notes to financial statements

2. INVESTMENTS

Short-term investments consisted entirely of cash equivalents at December 31, 1992.

Other investment represents a minority interest (13% at December 31, 1992) 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, who is also a trustee of the Society. Prior to 1992, such investment (totalling \$68,000) was recorded in the unrestricted fund. During 1992, such amount was transferred to the plant fund to more properly reflect the expected long-term use of the investment. In addition, a 1993 contribution of shares valued at \$35,920 has been recorded as a contribution-in-kind in the plant fund.

3. FIXED ASSETS

Fixed assets consisted of the following at December 31, 1992:

Fixed assets	Cost	Accumulated Depreciation	Net
Land	\$279,953	\$ -	\$279,953
Land improvements	57,170	29,112	28,058
Building and improvements	577,815	160,188	417,627
Track and wire	207,961	82,198	125,763
Machinery and equipment	167,516	128,623	38,893
Construction-in-progress	100,921	-	100,921
	\$1,391,336	\$400,121	\$991,215

Depreciation expense was \$30,404 and \$32,371 in 1992 and 1991, respectively.

4. LONG TERM DEBT

Long-term debt consisted of the following at December 31, 1992:

Long term debt	1992
Notes payable to various members, with interest at 7%, payable in quarterly installments through 2004	\$111,839
Notes payable to various members, with interest at 7%, payable in quarterly installments through 2006	4,646
	116,485
Less current portion	7,014
	\$109,471

Aggregate maturities of long-term debt for the five years subsequent to December 31, 1992, are as follows:

1993	\$7,014
1994	7,519
1995	8,059
1996	8,639
1997	10,159

5. DESIGNATION OF UNRESTRICTED FUNDS

At December 31, 1992, unrestricted funds had been designated by the Board of Trustees for the following purposes:

Board restricted funds	1992
Conservation of collections	\$24,381
Museum development	2,635
	\$27,016

6. RESTRICTED FUNDS

At December 31, 1992, restricted funds consisted of the following:

AUDITOR'S LETTER

THE OFFICERS AND TRUSTEES

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY

Restricted funds	1992
Conservation of collections	\$117,870
Museum development	37,472
Miscellaneous	12,419
	<u>\$167,761</u>

During 1992, the Society transferred \$54,977 from the unrestricted fund to the restricted fund. Such transfer eliminated deficit balances in individual restricted funds which in prior years had been funded by loans from other restricted funds.

7. GRANT

During the period from 1989 to 1991, the Society received grants from one donor totalling \$125,000 for the renovation and expansion of its museum workshop facility. During the same period, expenditures under these grants totalled \$71,418, resulting in deferred revenue of \$53,582 at December 31, 1991. During 1992, the donor made an additional unrestricted grant of \$35,000 and informed the Society that prior grants were no longer restricted. Accordingly, \$88,582 was recorded as unrestricted grant income during 1992.

We have audited the accompanying balance sheets of New England Electric Railway Historical Society as of December 31, 1992 and 1991, and the related statements of support, revenue and expenses and changes in fund balances and cash flows - unrestricted fund for the years 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 audits.

We conducted our audits 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 audits provide a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of New England Electric Railway Historical Society at December 31, 1992 and 1991, and the results of its operations and cash flows of its unrestricted fund for the years then ended in conformity with generally accepted accounting principles.

Our audits were conducted for the purpose of forming an opinion of the basic financial statements taken as a whole. The accompanying additional information (Schedule 1) is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such additional information has been subjected to the auditing procedures applied in our audits 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

MAY 21, 1993

NEWMAN NOYES & ASSOCIATES

511 CONGRESS ST.

PORTLAND, MAINE 04101

(207) 879-2100 FAX 774-2876



SEASHORE'S DENVER BIRNEY IN BROOKLYN

TOP LEFT: No. 1 as it arrived in Brooklyn in December, 1991 to star in a segment of Spike Lee's *Malcolm X*. The car traveled on an air ride trailer and was covered with a tarpaulin for protection.

TOP RIGHT: Though the track used for filming was abandoned, the adjacent track links the New York Cross Harbor Railroad with the New York City Transit Authority. Here a diesel powered train passes No. 1 shortly after the car was unloaded from the trailer.

SECOND LEFT: Movie company electricians used the two boom lifts at left to erect trolley wire, under the careful direction of Seashore's crew.

THIRD LEFT: Workers sweep out the flangeways on the long-abandoned track while crews in the background make adjustments to the overhead wire.

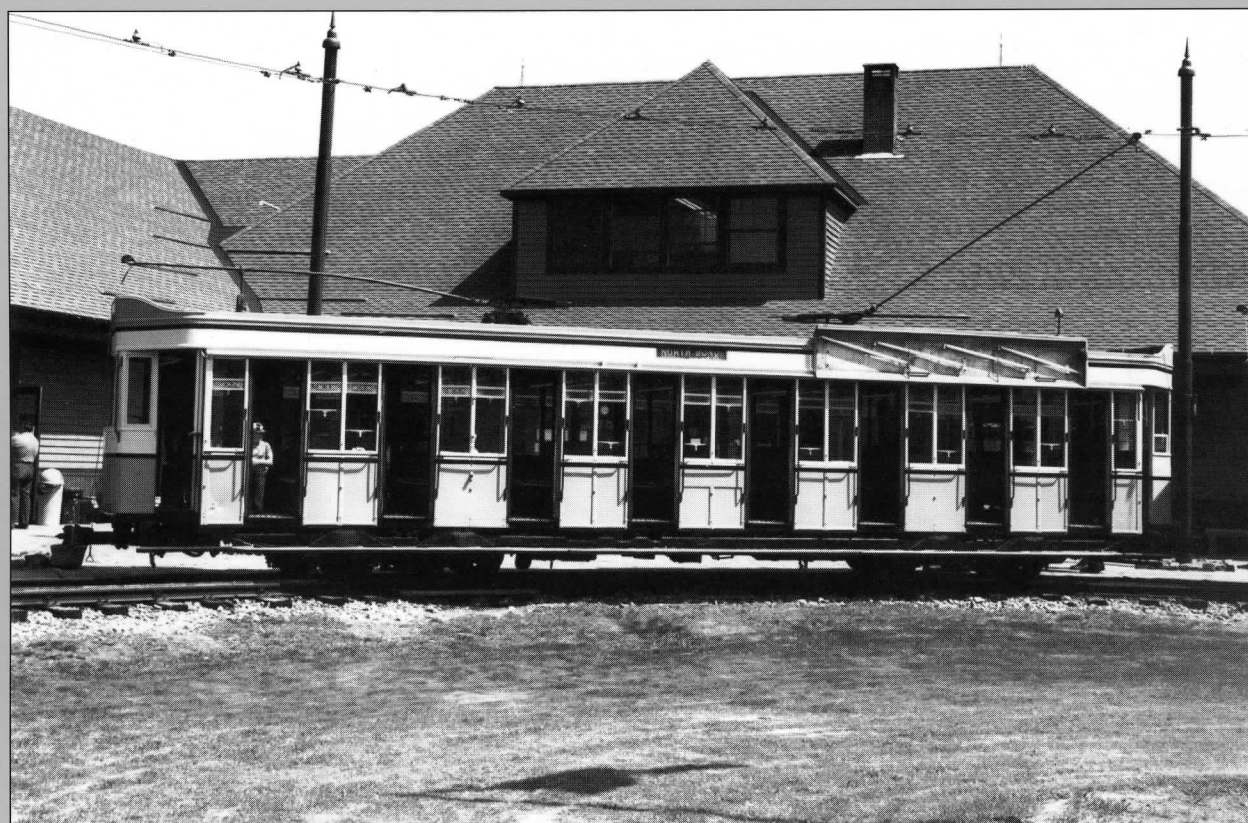
LOWER LEFT: Looking very much at home on the Belgian block pavement, No. 1 makes a test run under its own power.

LOWER RIGHT: With all in readiness for the late-night shooting, No. 1 awaits its time on camera. Note the safety fenders rebuilt and reinstalled for the event. TSdeB





A STUDY IN CONTRAST: Two very different electric urban vehicles pose at the center of the Museum — Boston Cambridge Tunnel car No. 0719 and Montreal's *Golden Chariot* sightseeing car No. 2. BC



FROM THE LAND "DOWN UNDER": Seashore's most distant acquisition was that of Sydney, Australia No. 1700, shown here in front of the Visitors Center. The unusual separate compartment design was developed as Sydney's tram services were controlled by a main line railway, whose commuter cars used a similar configuration. BC