

# New England Electric Railway Historical Society

## Seashore Trolley Museum

### 1994 Annual Report



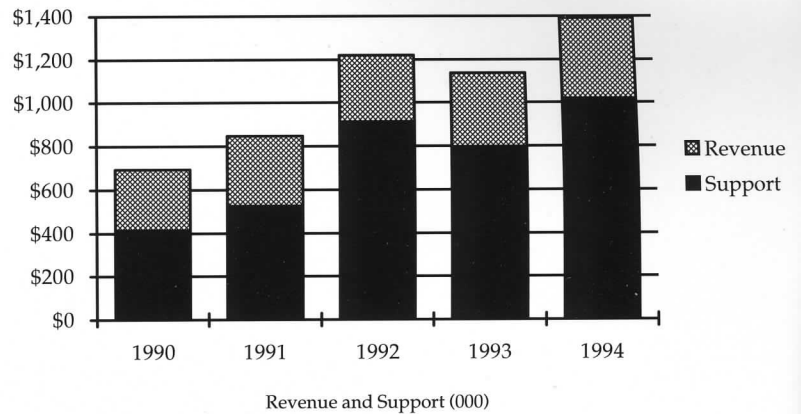
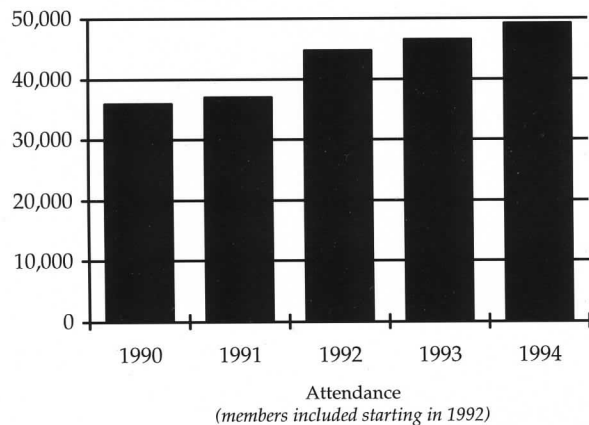
# New England Electric Railway Historical Society

Founded in 1939 by Theodore F. Santarelli de Brasch

## About the Society

The New England Electric Railway Historical Society is a nonprofit 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:** A noteworthy event in 1994 was the erection of an official state highway marker commemorating the beginning of the amateur rail preservation movement worldwide when Seashore was founded in 1939. Shown with the marker at the Museum entrance is Trustee George Sanborn whose donations made the marker possible. DC

**Bottom:** Two projects completed during the year were the restoration of New York Third Avenue Railway System 631 and the rebuilding and installation of the former Portland-Lewiston Interurban Station. Both look handsome in this view next to Riverside Carhouse. RL

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## 1994 Annual Report

### Editor

James D. Schantz

### Editorial Assistance

Frederick J. Maloney

### Contributors

Donald G. Curry

Ralph L. Day

Denise Macaronas

Dwight B. Minnich

Jeffrey N. Sisson

### Photographs/Illustrations

Daniel R. Cohen collection (DR)

Donald G. Curry (DC)

Ralph L. Day (RD)

Jerry Dean (JD)

Herbert J. Fremin (HF)

Todd S. Glickman (TG)

Jack Grieve (JG)

Robert E. Kelly (RK)

Richard C. LaHart (RL)

Frederick J. Maloney (FM)

Sally Mathews (SM)

John Mazzei (JM)

William A. Pollman (WP)

James D. Schantz (JS)

Seashore Library (SL)

Seashore Library - Goldsmith coll. (G/S)

Seashore Library - Donald Idarius (I/S)

## Letter to Members

**T**he Seashore Trolley Museum marked the 55th anniversary of its founding in 1994 with a year of widespread progress. A variety of improvements aimed at the visitor were introduced and helped contribute to an increase in paid attendance of over 20 percent. The restoration program marked a milestone with the completion of Third Avenue (New York City) car 631 and important advances in many other projects.

A particular bright spot was the expansion of covered car storage space for the first time in years, with the enclosing of the sides of South Boston Carhouse. As this building is the prime storage facility for Seashore's operating fleet, this improvement helps preserve and protect these very important cars. The Society extends its thanks for the most generous contributions from its Superintendent of Railway Operations Emeritus, Burton B. Shaw, which funded this project.

Another highlight of the year was the visit on July 4 of former president George Bush, his wife Barbara, and one of their grandchildren. Their visit was prompted by an invitation from Seashore member, and longtime friend of the Bushes, Roman Arnoldy, of Houston. Mr. Arnoldy invited the former first family to join him in celebrating the completion of the recently-restored Twin City Lines Gate Car 1267 from his boyhood home of Minneapolis. Mr. Arnoldy, along with many other Seashore members, had contributed to underwrite the costs of this long and very thorough res-



Fresh from its complete restoration in the Museum's shop, New York Third Avenue Railway 631 is shown at the Visitors Center passenger platform, where it waits its turn to take visitors for a ride on the demonstration railway. FM

toration project.

Mr. Bush displayed a new set of skills as he mastered the controls of New Haven open car 838, a car which regularly had passed his Chapel Street home during his undergraduate years at Yale. A large crowd heard the former president speak about the importance of freedom and democracy, underscored by the pending visit of Czech president Vraclev Havel, who the Bushes were meeting later that day.

Willard Scott, the affable

weatherman on NBC's *Today* show, held up a model of a Seashore car and gave a promotion for president Bush's visit. Willard, who is a well-known rail enthusiast, urged the former president to operate a car at Seashore, and a large crowd turned out for the presidential visit.

A well-traveled member of Seashore's fleet headed to a new temporary home in 1994. Denver Birney No. 1, which in recent years had made several trips to Boston as well as to Brooklyn where

A ride on one of the Museum's open trolleys is a festive treat, particularly for those whose memories stretch to the heyday of the traction era. In this view, Museum Director Donald Curry leads a group of visitors from Peaks Island, Maine in a rendition of *The Trolley Song* during their July visit. DC



it was featured in Spike Lee's film *Malcolm X*, again went on the road south. The car was leased to the Valentine Museum in Richmond, Virginia for a four year period to help launch that museum's new Riverside campus. Representatives of the Valentine contacted Seashore seeking an exhibit to commemorate Richmond's world-first successful electric streetcar installation in 1888.

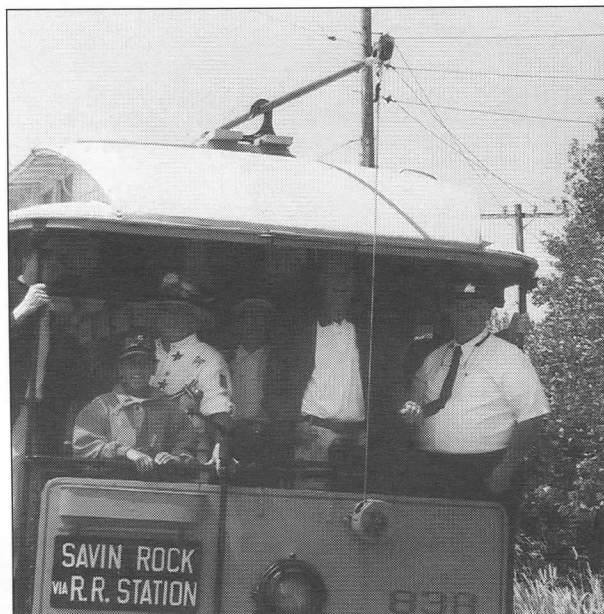
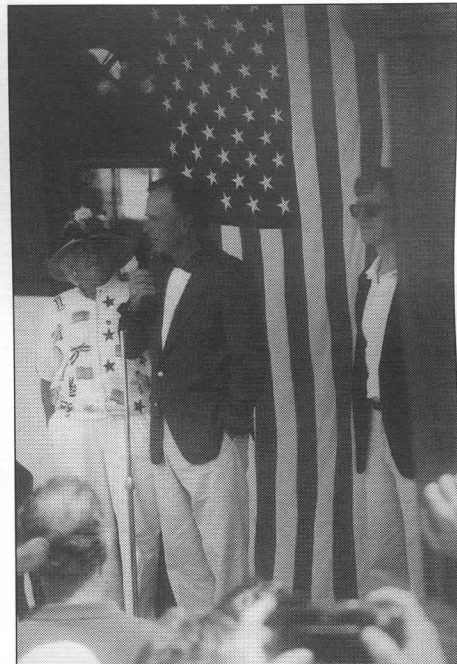
Seashore has the only streetcar preserved from Richmond, the body of No. 197, acquired in 1990. At the Valentine's request, Seashore's curatorial forces surveyed 197—under adverse winter conditions—confirming their suspicions that the car could not be restored in time for the Memorial Day Riverside opening. As a substitute, Seashore proposed an interim lease of Birney No. 1, as Richmond once had a large fleet of similar cars. No. 1 was complete and in reasonably good condition but needed some body and underframe repairs to withstand the long journey. Consequently, in return for a four-year lease, the Valentine agreed to underwrite \$20,000 worth of repairs to the car in Seashore's shop, and to ensure the car will be displayed under cover in Richmond. Shortly before the Memorial Day deadline, the shop completed work and volunteers drove the rig taking the car to Virginia.

The Valentine remains interested in a longer term lease of No. 194, if they are able to raise sufficient funding to sponsor the car's restoration at Seashore. In preparation, they underwrote a thorough conservation assessment of the car which

provided a detailed description of the work to be undertaken. Subsequent financial constraints at the Valentine have, as a minimum, postponed this project, but Seashore nonetheless is proud to have entered a collaborative program with this eminent Virginia museum.

Another very positive development at Seashore was the start of work on the remodeling of the former Butler residence on Seashore's land, a colonial-style residence built circa 1799. As reported last year, members Elinore and Richard Howe of Kansas City planned to retire in the Kennebunkport area and proposed a novel solution to their housing need. They would enter into an agreement with Seashore under which the Howes would underwrite complete renovation of the house in return for the right to live in it as long as they desire. Subsequently, the house would revert to the Museum for use in a manner which would best serve Seashore. By year end an appropriate contract had been executed between the Howes and the Museum and work had advanced on the now-renamed "Arundel House" to include a complete new foundation and renewal of the sills. Our thanks to the Howes for this most generous donation and for their ongoing presence at Seashore.

One more development of significance for the town of Arundel and Seashore came with the erection of an official roadside historic sign commemorating the beginning of the worldwide volun-



Highlight of the July 4 weekend was a visit by our Kennebunkport neighbors, President George Bush, and his wife Barbara. They were accompanied by their friends and Seashore members, Mr. and Mrs. Roman Arnoldy of Houston, Texas. **Top left:** The party arrives, from left to right, Mrs. Arnoldy, a secret service agent, Mr. and Mrs. Bush, one of their grandchildren, and Mr. Arnoldy. **JG** **Top right:** Mr. Bush addresses the crowd gathered at the Visitors Center, flanked by his wife and Seashore Chairman Jim Schantz. **HF** **Lower left:** The ex-President shows his skills at the controls of Connecticut 838, under the watchful eye of Seashore Trustee Bob Hughes (right), and with the Arnoldy's and Jim Schantz joining the former first family on the platform. **JG** **Below right:** Roman Arnoldy at the controls of Twin Cities 1267, the type of car he rode regularly as a boy in Minneapolis. **DC**

teer rail preservation movement inaugurated when Seashore was founded in 1939. The cast aluminum sign is painted green with gold letters and is the first of its kind in Arundel. It was unveiled in October at a ceremony featuring an address from Maine Transportation Secretary Dana Connors. Special thanks are due to our Museum Archivist, George M. Sanborn, for underwriting the cost of this notable tribute.

The Museum's Auxiliary Operations, the Museum

Store and the related food service, both recorded a successful year. A new, comprehensive store catalogue was published and circulated to Seashore members and other potential buyers, leading to mail order sales in excess of \$10,000. The food service was renamed the "Trolley Fare" and provided a valuable service to members and visitors while recording a modest profit to benefit Museum operations.

In the critical Treasurer/Comptroller's office several significant changes occurred.

Douglas Stewart left office after several years during which computerized systems designed for the special requirements of non-profit organizations were implemented to handle general accounting, accounts payable, and payroll. Following his resignation, Jeffrey Sisson returned to the Treasurer/Comptroller's position, which he had filled very ably for many years in the past.

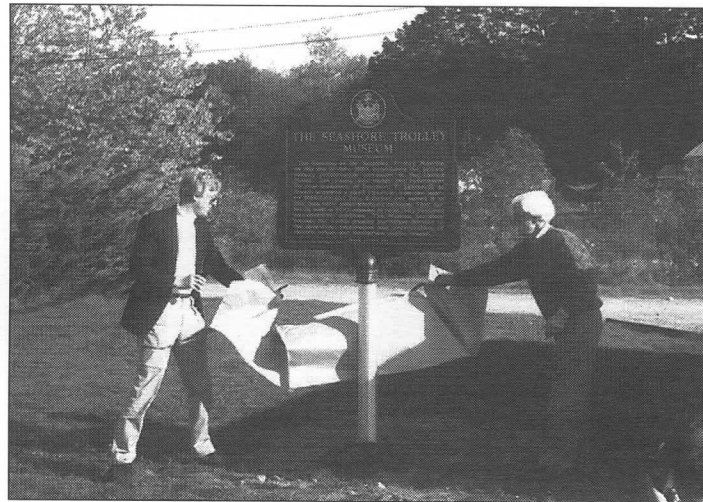
As detailed in the Financial Report on page 34, and the accompanying audited financial statements, the Mu-

seum's General Fund recorded a modest surplus, buoyed by the strong attendance increase and careful expense control, after a disappointing 1993. Despite this favorable result, the simple fact remains that Seashore's operating budget remains extremely tight. Each year, the challenge of matching expenses to available income is an impossible task without supplemental funding. Capital programs as well as major restoration and exhibit programs can proceed only when specific funds are raised to support them.

In recent years, the Society's membership has responded very generously to the Annual Fund Campaigns to enable balancing the operating budget. The Museum once again extends its thanks to the 401 members and friends who contributed a total of \$17,000 during the 1994 campaign. A list of all who contributed is on page 32.

Members have also continued to support enthusiastically the restoration programs underway in the shop, enabling continued year-round operation and full staffing of this facility. The Museum expresses its gratitude for this invaluable assistance.

Total cash contributions to the Museum set a record, well exceeding a quarter of a million dollars for the first time. Many outside organizations supplemented the members' efforts with contributions of cash, services, and materiel. The Casey Albert T. O'Neil Foundation of St. Paul, Minnesota marked its seventh year as a major donor, with \$19,000 in grants toward track maintenance and as a challenge grant to



On Members' Day Weekend in October, the Museum proudly unveiled the official historic marker citing the founding of the volunteer rail preservation movement at Seashore in 1939. Here Maine Transportation Secretary Dana Connors (right) helps Chairman Jim Schantz with the formal unveiling. FM

permit retirement of the outstanding debt from the restoration of Twin Cities Gate Car 1267. The United Parcel Service completed its three-year commitment, with its third annual gift of \$30,000, received in February. We thank both of these organizations for their continued support.

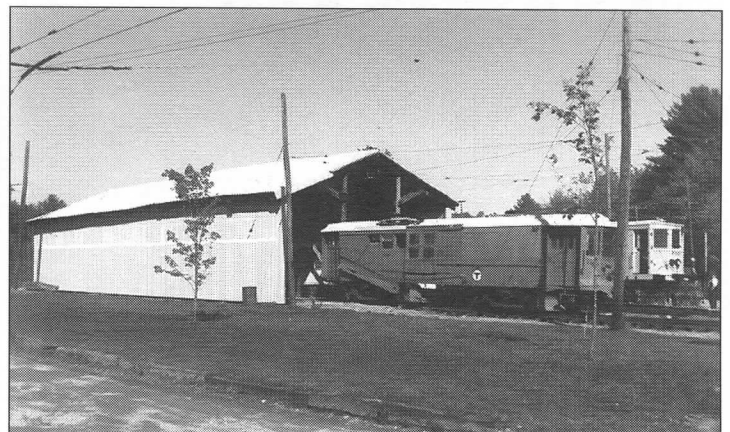
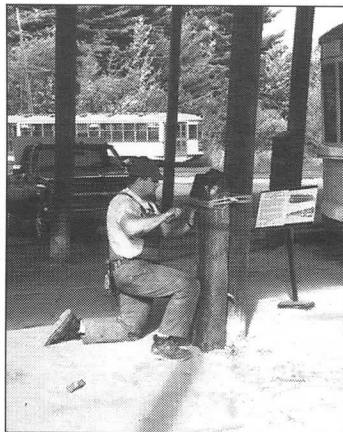
**A**gain in 1994, the Sutherland C. Dows Trusts of Cedar Rapids, Iowa contributed toward the endowment for Cedar Rapids and Iowa City

interurban car 118. Also, Pfizer, Inc. of New York gave \$1,000 to support the restoration of the Portland-Lewiston Interurban station. The Monarch Company of Atlanta, owners of Moxie soft drinks, continued their multi-year contribution of \$2,500 towards Seashore's annual Moxie Day in early July. We remain most grateful for Monarch's ongoing support of this very popular event at our Museum.

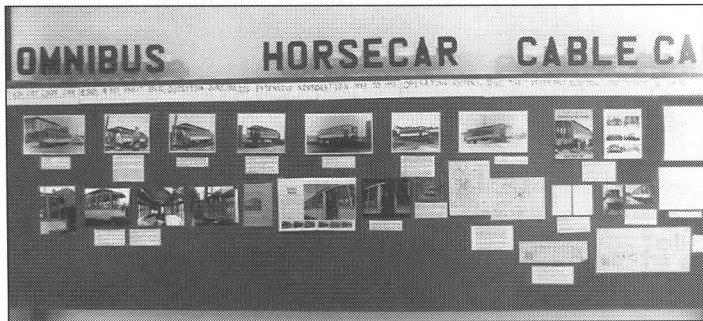
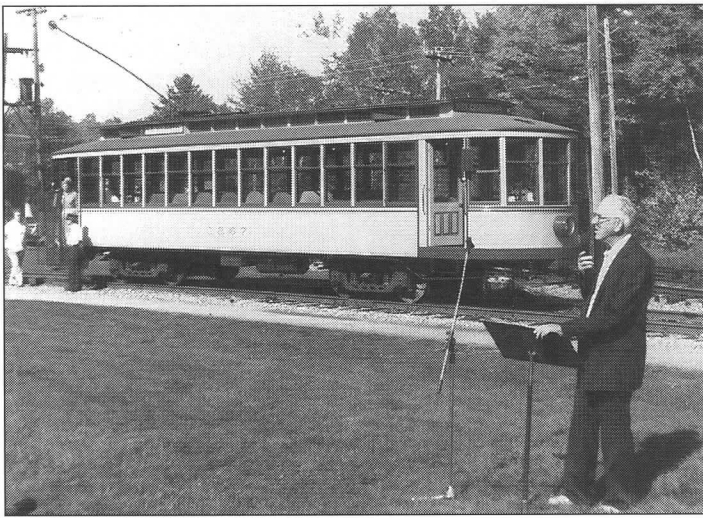
The daughters of our late member Leslie Lynde, Mrs. Barbara Rencurrel and Mrs. Louise L. Wilson each donat-

ed \$5,800 and forgave a total of \$7,556 of debt for the Butler Land purchase in the memory of their father. This money was dedicated toward improvements to the Visitors Center, enabling the Long Range Planning Committee to begin serious planning for completion of the ceiling and improvements to security and safety in this central building. It is hoped that construction will begin in late 1995.

The Society also received two valuable gifts of land during the year. Member E. Macdougall Palmer donated a 40-acre parcel adjoining Seashore's main line near the RS&E towers. The land was valued at \$22,900 and increases the buffer of undeveloped land which protects the Museum. Seashore's total contiguous land holdings now exceed 330 acres stretching through Kennebunkport, Arundel, and Biddeford. A second gift of land was made by John Vogt in Wells and comprised four small parcels in that town, including a stretch of former Atlantic Shore Line interurban right of way. Proceeds from sale of the Vogt land will be used to benefit Seashore's develop-



Seashore's South Boston Carhouse underwent major renovation in 1994. **Left:** First, the poles supporting the roof were strengthened at their bases with large timbers, as shop staffer Paul Szlyk demonstrates. FM **Right:** Next, the rear and sides were solidly framed then covered with steel panels. The result is much better protection for the six cars stored in the building. JS



On Member's Day Weekend in October Twin Cities car 1267 was dedicated, following its completion in 1993. **Top:** Manager of Collection Development Ben Minnich recites the car's history, and his efforts to acquire it in 1953. **JS Middle:** A special exhibit in the Visitors Center chronicled the story of the Gate Cars and 1267 in particular. **JS Bottom:** Doug Anderson, who sponsored the restoration addresses guests who rode the dedication trip. FM

ment. The Museum is most grateful for both of these generous gifts.

Many other firms donated material or services to Seashore, extending the Museum's operations beyond

what its very tight cash budget could enable. The track maintenance and construction program was a major beneficiary of such support. Greenlee Textron of Rockford, Illinois donated a hy-

draulic power unit, spike driver, and rail drill valued at \$11,000 to enhance greatly the capabilities of Seashore's track department. The J. F. White Contracting Company of Newton, Mass., a frequent Seashore supporter, this year donated 1,200 track feet of 85-pound rail and associated hardware from a commuter line rebuild in Newburyport, Mass. This rail will be very valuable in maintenance and extension of the Museum's main line. Erico, Inc., of Solon, Ohio donated rail bonding and grounding materials valued at \$1,000 as further support for the track program. The development of permanent way further benefited from the very generous gift of \$6,000 worth of overhead line material by Unitrac Systems, of Louisville, Kentucky.

Osram Sylvania of Danvers, Mass., made a unique gift in the form of the entire remaining inventory of their now-discontinued 56-watt street railway bulbs. These will both help Seashore and other museums, as they will be made available for a nominal handling charge to our railway museum colleagues across the continent.

Other givers who have helped Seashore repeatedly include Dayton Sand and Gravel who this year very professionally regraded our roads and parking lot, including some extensions and widening in exchange for a company outing at the Museum; and Tilcon Inc., whose donations of crushed rock—a vital component in track construction—have cumulatively exceeded \$22,000.

Seashore offers its most heartfelt thanks to all of these individuals and organiza-

tions, without whose support development and operation of the Museum would not be possible.

On the other side of the Society's books, considerable effort is devoted to expense minimization to ensure the limited income is used wisely. Budget planning meetings are grueling and extend for months each winter to plan the year's activities closely. Staff continually investigate new ways of controlling expense. In one case, a high tech solution was implemented to avoid triggering higher electric rates by setting new demand peaks. Seashore's shop staff designed and implemented at very low cost a PC based system which monitors power use in each 15 minute billing period, warning, then ultimately shutting power down before a new peak is set. Annual savings should total at least \$1,200.

**I**n the realm of public operations at the Museum, the continuous season extended from May 1 until October 31. Operations now incorporate regular guided tours for visitors, with cars run over the line at a lower frequency than in the past. Nonetheless, just under 8,000 miles were recorded by our operating fleet, whose average age exceeds 80 years. This operation required support by 1284 hours of shop time toward maintenance, contributing to a cost of operation of \$1.44 per mile. The issue of protecting the collection under this heavy use, and classifying cars for the type of use appropriate to their preservation, is receiving increasing attention

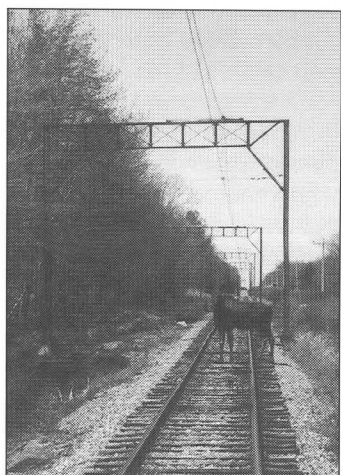
among our curatorial forces.

The year was a strong one for Seashore's marketing and special programs teams. An innovation this year was the offering of two antique festivals held at the Museum, which brought many visitors who otherwise would not have come. An increased schedule of Trolley Parades, and annual events such as the visit of Vidbel's Circus and the Ghost Trolley celebration at Halloween continued and are more fully described in the Publicity and Special Events section on page 14.

Particularly helpful was the return of television public service announcements, produced and distributed by television professionals who are Seashore members. This year the spots were widely aired by television stations in Southern Maine and the Boston area, and no doubt contributed significantly to the attendance increase.

Improvements on the Museum grounds were facilitated by the resumption of the work-release program which Seashore pioneered with the York County Sheriff's de-

To the surprise of a car full of visitors and its Seashore crew, this rather large moose wandered out of the woods and onto the track in mid-summer. SM



Seashore's Denver & South Platte Birney No. 1 masquerading as Richmond 1283 in its temporary home at the Valentine Museum's new Riverside Campus. The car received considerable structural repairs before beginning its sojourn in Richmond. DC

partment in 1993. Under this program, a group of nonviolent inmates came to do property maintenance or construction projects under the supervision of a deputy. Each participant is given a one day reduction in sentence for each day worked, and all not only energetically undertook physically demanding work, but also seemed to enjoy the chance to be in the open and be physically active.

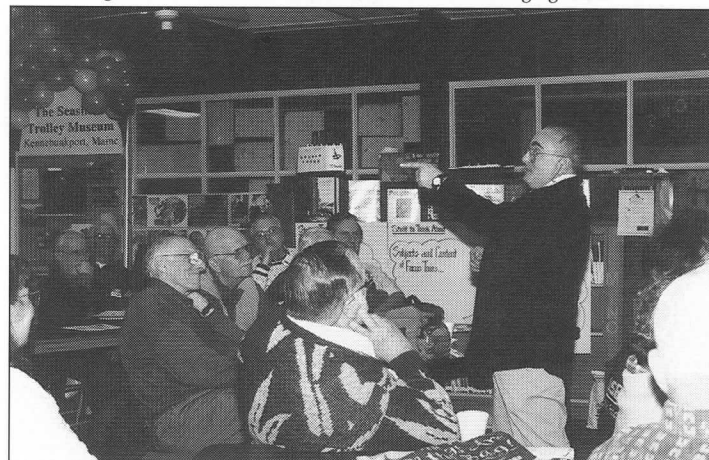
In March, the Museum held *Winterthink IV*, its annual off-site session for planning and reflection on Seashore's future. This year museum professional Frank McKelvey of Wilmington, Delaware returned to lead a session entitled "Finding the Links," focusing on conservation and public operations. The session also served as a regional meeting of the Association of Railway Museums, and was addressed by ARM President Scott Becker from the Pennsylvania Trolley Museum near Pittsburgh.

Later in the year, Seashore was selected to host the 1997 convention of the Association of Railway Museums. This will be the

fourth time Seashore has hosted the convention and is timed to coincide with the 100th anniversary of America's first subway in Boston. Seashore members are working with transit officials in Boston to commemorate this historic event with vehicles from Seashore's fleet participating.

**A**s detailed in the Vehicle Conservation Report, the year 1994 was another very active one for the Museum's full-time and volunteer restoration staff. The most signifi-

Professional conservator Frank McKelvey of Delaware leads a spirited discussion at the *Winterthink* gathering of Seashore members in March. These annual planning and learning sessions have become an effective tool for exchanging ideas. DC



cant event was the completion of work on Third Avenue Railway System 631, the car featured on this report's cover. As well, the long-term projects to restore Connecticut closed car 1160 and Bay State semi-convertible 4175 made steady progress. Boston Elevated crane 0551, an invaluable workhorse around the Museum, benefited from major motor work and general maintenance. A substantial start was made on the interior restoration of Cleveland center entrance car 1227 with refinishing and installation of much paneling and moulding. Progress was halted by the retirement of longtime Conservation Supervisor Don Gawthrop, who had worked on this car from the start of restoration.

An unusual twist in 1994 was the funding campaign undertaken among Seashore's operating forces to help defray the \$4,000 expense of rewinding a failed armature for Connecticut open 303, ensuring its return to passenger service. All of this restoration work has been made possible by the contributions of Seashore members and friends, to

whom the Museum owes tremendous gratitude.

Again in 1994, the shop undertook contract work to help outside organizations and as a means of generating funds to cover overheads. This year contract work included fabricating roof flashing for a car being restored by the Connecticut Trolley Museum of Warehouse Point. At year end, plans were underway for more work and training to be done for our Connecticut friends in 1995.

In another example of inter-museum cooperation, the Western Railway Museum of California and the Edmonton

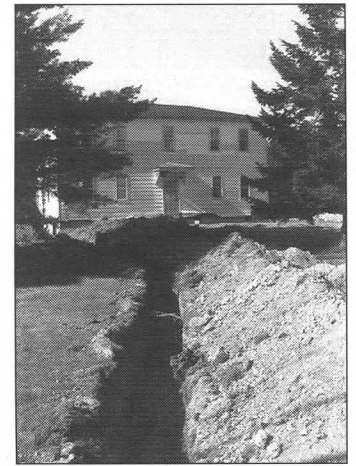
Radial Railway of Alberta helped Seashore obtain from Japan equivalents of the Baldwin trucks with motors needed to restore Lake Shore Electric interurban 171. In return, Seashore sent four traction motors to Edmonton.

The National Collection of transit vehicles continued to grow, albeit modestly during the year. As covered in the Acquisition Report on page 28, the featured acquisitions were rapid transit cars—a very early steel elevated car from Boston and a pair of 1950's-era "L" cars from Chicago. Several non-acquisitioned cars helped augment Seashore's work fleet and its reserve of cars for parts or resale.

Seashore's permanent



Members Elinore and Richard Howe not only maintained Seashore's gardens again in 1994, but they also relocated to Maine and are very generously renovating the former Butler residence (right) on the Museum's grounds. FM/JS



way forces improved and extended both track and overhead wire during the year. A significant tie replacement program ensured safe operations along the main line, on the Central/Fairview lead, and in the South Boston yard. The track crew learned skills which will be critical to the planned further upgrading of the main line, when representatives from the vendor Orgothermic trained members in thermite welding techniques. Future installation of stretches of continuous welded rail will reduce both wear and tear on Seashore's cars and need for labor-intensive maintenance of rail joints.

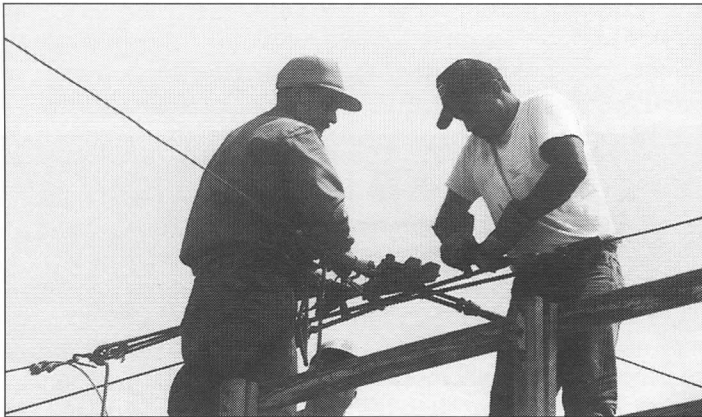
Development of the Talbott Park loop at the present north end of Seashore's heritage railway advanced during the year with installation of ballast, leveling of the track, and erection of the many support poles for the overhead wire. This latter project included drilling holes in rock ledge to sup-

port bolting steel poles on the east side of the loop. This loop, which will add an interesting aspect to Seashore's operation, should be completed before the end of 1995.

The efforts of Seashore's volunteer line crews were supplemented during the year with the visit of two MBTA professional linemen from Boston—Galen Almeida and Robert Cavacco—who donated their services to tighten and straighten overhead at the center of the Museum.

In spite of all of the positive developments during the year, a growing list of challenges faced Seashore management during 1994.

The biggest single disap-



Above: Two professional linemen from the MBTA donate their services to some much-needed maintenance on the Museum's overhead wire. DC

Below: A serious group of Seashore's operating crews undertake the written examination covering safety procedures during the annual Spring training period. DC





pointment of the year was the unhappy end to Seashore's five year long reaccreditation review by the American Association of Museums (AAM). Despite 16 years of unparalleled growth and improvement since the initial accreditation in 1978, the AAM stated that Seashore falls short of their standards—standards which are nowhere codified and are poorly communicated. Seashore's Board and management vehemently disagreed with the AAM's action and vigorously protested AAM's actions as being unfair and biased against largely volunteer rail museums. The Association of Railway Museums (ARM) strongly backed Seashore and as this report goes to press is formally protesting the AAM's action. ARM is re-evaluating its relationship with AAM, and is considering launching its own accreditation program if the AAM's program is not improved. See the special report on Seashore and AAM accreditation on page 11.

A different type of challenge is posed by the growing impact of externally imposed regulations—from local, state, and federal government and from insurers. Though all aspire to serve admirable goals, their impact on a financially-strapped organization such as Seashore is often severe. The most protracted current impact is the labyrinthine permitting process required for any construction. Planned projects such as expansion of Fairview carhouse, construction of a parts warehouse, development of the Coney Island

rapid transit train storage yard, and expansion of other car storage facilities have all been on hold for more than a year while the permitting process grinds along. Engineering fees to support the process have run into thousands of dollars.

In another area, the State of Maine is planning introduction of track standards for the "non-system" railroad operations in the state, including Seashore. Museum members are working with state officials on the project. At the Federal level, the continuing possibility of extension of Federal Railroad Administration jurisdiction to museum operations is being monitored and contested by the Association of Railway Museums. Finally, the ongoing crisis in the Maine Workers' Compensation insurance system—largely fostered by safety problems in the logging industry in northern Maine—has led to dramatically higher rates, meaning increased costs for Seashore.

Museum staff are pursuing assiduously means of mitigating all of these challenges, but the drain on financial and labor resources is significant.

Each year, Seashore also must note with sadness the passing of members, many of whom date from the earliest years of the Museum, and who take with them vital memories of the industry Seashore is preserving. One of the eight founders, John Amlaw, originally of Somerville, Mass., passed away during the year. Former officers who left us include Past President Alexander van Cortlandt Hamilton V, former Treasurer George Blake, and recently retired



A special treat in 1993 was the live demonstration of New Bedford horsecar No. 10, shown here passing the SOAC rapid transit cars, which are some 80 years newer! JM

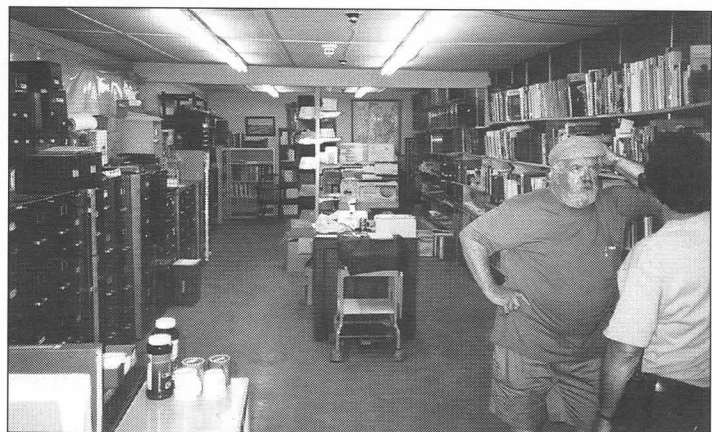
Conservation Supervisor Don Gawthrop. Very unexpectedly, Tom Davidson, President of the nearby marketing consulting firm Davidson-Peterson which assisted Seashore regularly, died shortly after being elected a Public Trustee of the Society. Other longtime members of the Seashore community who passed away during the year include Nannette Brainerd, wife of Senior Trustee Henry Brainerd, longtime supporter Thomas Farrell, shop volunteer Bob Outland, and security systems expert Tom Buckle. Though each passing provokes senses of both personal and corporate loss on the Museum, they also inspire

those who remain to redouble their efforts to carry on their work, and to value especially the many new, younger members joining our programs.

As the year ends, the ongoing difficulty of funding Seashore's programs remains a challenge, but a year of solid progress and enthusiastic volunteer support demonstrate a vibrancy and dynamism missing from many traditional museums. These qualities will serve Seashore well in the years to come.

James D. Schantz  
Chairman,  
Board of Trustees

The Library benefited from extensive organizational and cleanup efforts during the year, as well as improvements to the roof, windows, and doors. Here Librarian Joe Corliss discusses security improvements with shop staffer John Mazzei. FM



## Exhibits, Interpretation, and Education

The year 1994 marked major progress in enhancement of Seashore's public presentation. Notable improvements were made in the general appearance of the grounds, in erection of new exhibits, and interpretation for museum visitors.

The highlight of the year was completion of the restoration and installation of the Portland-Lewiston Interurban (PLI) station at Riverside crossing. The station was discovered by Seashore volunteers several years ago near the abandoned PLI right-of-way in Gray, Maine. After the station was moved to Seashore, volunteers energetically began restoration of the metal clad building. Included was replacement or repair of all wooden parts and new, but authentic, metal roof shingles. The station's 600 volt lighting was completely rewired, a concrete base was poured, a fence installed, and the area landscaped.

A photo exhibit showing the station before and after restoration, explaining its history, and featuring photos of typical interurban way sta-

tions from around the country was prepared and erected outside. The station now serves as a regular stop on the demonstration ride where visitors can alight to tour the restoration shop or Riverside carhouse, and where all cars must stop to pick up or drop off the safety paddle entitling them to operate on the main line.

A short distance past Riverside from the station a variety of improvements were made to the State-of-the-Art-Car (SOAC) rapid transit train display area. The York County Sheriff's work crew provided much of the labor to build a tie-lined island which Seashore volunteers quickly planted with shrubs and flowers. The result is a greatly improved ambiance and much clearer routing for both foot and vehicle traffic through what had been a rather barren patch of gravel. A new walkway runs past the SOAC cars for use by visitors walking between Riverside and Highwood exhibits. Along the walkway volunteers erected a display panel featuring text, photos, and diagrams to tell the history and significance of the SOAC project. Behind the SOAC



This year saw a major expansion in the operation of guided tours for Seashore visitors. Here Jim Davis escorts a group which has just been to the restoration shop observation gallery past the Portland-Lewiston Interurban station and on to Riverside Carhouse. Reaction to the tours from visitors has been uniformly positive. DC

cars, members are proceeding with the renovation of the former Hampton, N.H. trolley waiting station which will serve as a storage and support facility for further development of the SOAC exhibit.

At the end of the new path toward Highwood Carhouse, Seashore volunteers also built a display showing four different motorized trucks—early and more modern examples of both streetcar and rapid transit trucks—to demonstrate the different features and designs of suspension and propulsion used in transit equipment over the decades. Each

truck is placed on a short stretch of track, the surrounding area is covered with crushed rock, and labels explain each truck.

Elsewhere around the public areas of the Museum a variety of property improvements were completed. The paved surface on the path and approach road leading from the truck exhibit to Highwood was extended to the front of the building and a rip-rap lining was built along the side of the road's embankment. Just beyond this, crews placed crushed stone around the *Highway Monster* trailer with its PCC exhibit to improve the area's

Constructed during the year was this new path past the modern State-of-the-Art Cars, providing a clear route for visitors walking from Riverside or the Visitors Center to the Highwood exhibits. The area bounded by ties has since been planted with grass. In this view, New Bedford horse car 10 makes a rare powered movement. JS



At the end of the new path, an exhibit featuring four different motor trucks has been installed. Displayed are an early streetcar motor truck, a PCC truck from the 1940's, an early rapid transit truck, and a spare truck for the modern SOAC train, which sits to the right. Labels explain the key points of each type of truck. JS



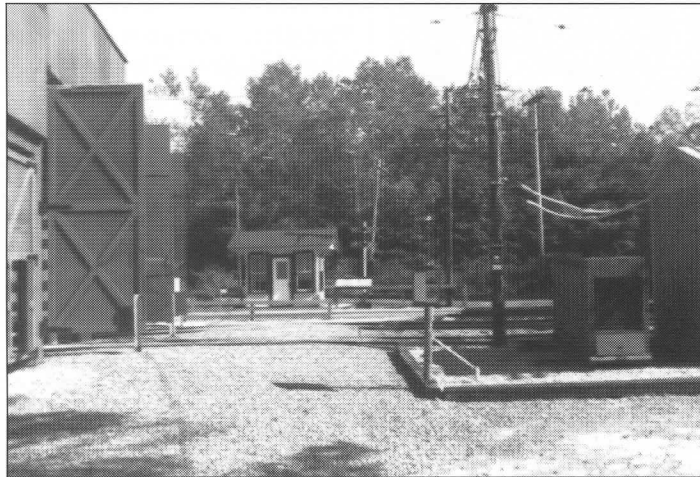
appearance. Opposite the Highwood yard, lined stone paths were built at the approach to the restrooms to improve appearance and safety.

The "McKay Commons" area north of Riverside, which had been cleared of stored material a year earlier, was finish graded and seeded, and edged with a rip-rap lined drainage ditch along the main line, measurably improving the area's appearance for visitors who pass on the main line ride. Volunteers also rebuilt the well house over the Museum's main source of water at the end of this site.

Improvements to signage around the property included "You are here" maps strategically located to help visitors on self-guided tours, warnings to avoid grease in and around the carhouses, and signs explaining which areas are closed to the public.

Another important volunteer project to help interpret the collection to the public has been the systematic installation of captions and photos along the advertising racks inside some cars operated for the public. The photos tell both the history of the car and its restoration, and have proved quite popular with the public.

The small extension at the south end of Riverside carhouse which houses the Boston Type 6 mockup and the Dunedin, New Zealand cable car received considerable attention. Stored material was removed, the cars were raised and leveled, and exhibit panels were added. One tells an illustrated history of Boston's practice of numbering car designs stretching from the Type 1's ordered



Part of the general upgrading of the walkways involved regrading the path between Riverside Carhouse (at left) and the Power Station. Tie borders were installed and crushed rock was spread to provide a uniform surface. JS

just after the turn of the last century to the Type 8's which will be delivered just before the turn of the next century, including the Type 6, which never proceeded beyond the mockup stage. The other illustrates the workings of a cable car system, and is accompanied by labeled examples of cable "grip" mechanisms from San Francisco and Dunedin.

At the center of the Museum, the complex trackwork passing through the busy area in itself serves as an exhibit of street railway infrastructure. To interpret this,

volunteers erected a display panel along the loop platform opposite Tower C which explains the history of the three nearby track layouts from the Boston area—the former Arlington Heights loop, the double slip switch from Watertown carhouse, and the track fan from South Boston. The exhibit features reproductions of photographs of some of the intricate track assemblies advertised by track fabricators early in the century. The ads are drawn from publications in Seashore's Library collection.

In the Visitors Center ori-

Progress continues in the orientation room of the Visitors Center, working toward the goal of having a full complement of permanent and special exhibitions regularly offered. In this view Satu Savahn paints newly constructed photo display panels. DC

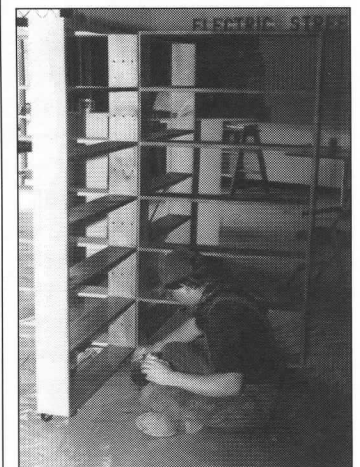


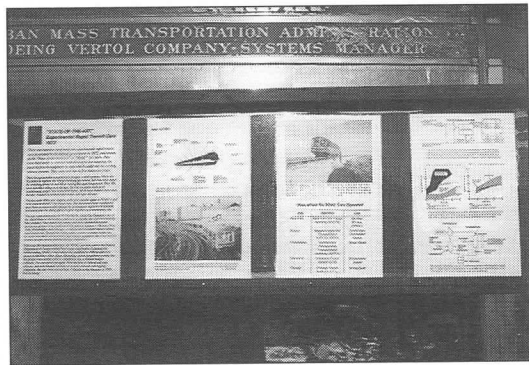
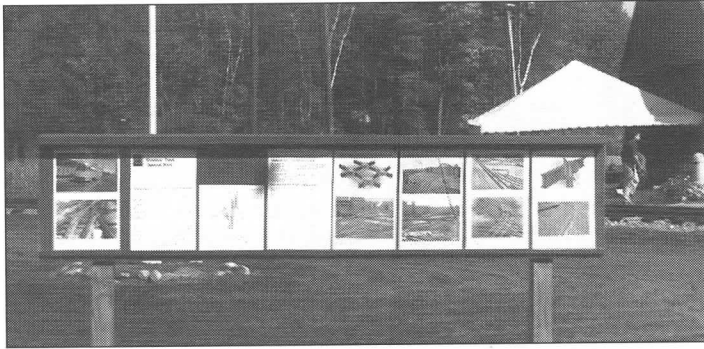
entation room, the long-term project to develop professionally designed exhibits is on hold awaiting funding. In the interim, volunteers have improved the room with continuation of last year's project to install display panels along the walls. They selected a group of interesting and relevant photos from the Museum's collection, which were copied, enlarged, and mounted on thick plastic. Accompanied by explanatory captions, many are now in place. Also, members constructed a large X-shaped display rack as an innovative, yet mobile, way of displaying the many large scale streetcar models constructed by Museum member and noted model builder, George Rahilly.

On Members' Weekend in October, the new display panels were the site of a special photo exhibit which chronicled the history and significance of newly-restored Twin Cities Gate Car 1267, in honor of the car's dedication that weekend.

The guided tour program tested in 1993 was implemented as a regular part of Seashore's public operation

Also in the orientation room, Conrad Misek applies finishing touches to a display case for streetcar models. DC





Several new outdoor exhibit panels were erected in 1994. **Above:** At the center of the Museum, this panel describes the track "special work" installed nearby, with views from a track-work catalogue. JS **Left:** This panel explains the unusual history of the SOAC rapid transit cars. DC

in 1994, marking the most significant change in Seashore's interpretational program in years. Instead of simply offering visitors trolley rides with the opportunity for self-guided tours, the theme now is to offer tours, a part of which is one or more trolley rides. Portable sound systems carried by crew members enable them to describe the exhibits to visitors as the tour proceeds through the exhibit carhouses and the restoration shop. The Visitor Experience and Operations, Safety, and Training Committees cooperated to develop the tour procedures and include interpretive themes in the annual operator training program. Not only do visitors have a more meaningful stay at the Museum, but they also have the experience of boarding and alighting from cars as they use them to travel from place to place around the Museum. An important side benefit is that main line trips are

spaced more widely, reducing mileage on the passenger fleet.

Also further developed in 1994 was the Trolley Parade educational event, perhaps the most informative way of interpreting Seashore's collection for the public. The only barrier to offering more parades is the tremendous manpower and preparation time needed for their staging and operation. As many as 20-30 crew members are required for parades which have now included a high of 25 cars and a bus.

In the Library, an active volunteer group continued to advance the project of organizing, cataloging, and protecting the collection. The History Data Base program has been installed on the Library's computer, enabling the library volunteers to begin the cataloging of books and photographs. Periodicals have been inventoried, and surplus copies are being readied for sale with pro-

ceeds to benefit the Library. Though much remains to be done, a start has been made and a scheme adopted that is specifically suited to the unique nature of Seashore's library and archival collections.

The facilities—though in need of eventual replacement by an appropriate library building—benefited from significant maintenance. The roof of the main building was completely re-shingled and trees close to the building were removed after investigation showed that the proximity of the trees had caused leaks. The deteriorated front porch was removed in preparation for refinishing the building next year. Repainting the insulated Milwaukee Road box car, which

houses stored library material, was completed during the year in the striking yellow Milwaukee Road colors. This project was made possible by a special grant from the Casey Albert T. O'Neil Foundation. Inside the Library, a lockable screened wall was installed to provide extra security for particularly valuable books, photographs, and other collection items.

Educational programs conducted during the year included special training classes for members of the Connecticut Trolley Museum of Warehouse Point in rebuilding of rattan car seats. Further joint programs are planned as a means of carrying Seashore's educational message to our colleagues in the preservation field.



**Above:** A new path leading to the restoration shop gives visitors a nice view of the main line, and takes them safely away from the track approaching the shop.

**Below:** The road leading to Highwood Carhouse was widened and extended this year, plus rip-rap lining was placed along the edge to prevent erosion. JS



# Seashore and the American Association of Museums

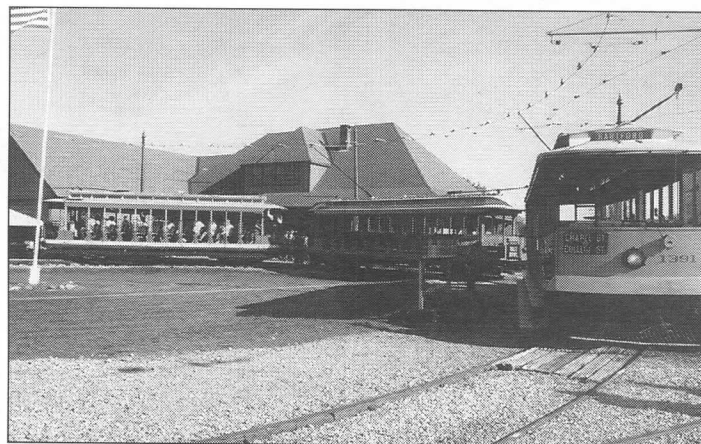
*As reported in the Letter to Members, a major disappointment in 1994 was the unhappy end of Seashore's five-year reaccreditation review at the hands of the American Association of Museums (AAM). Seashore management very strongly feels that the AAM's action was unjustified and showed a deep bias against rail museums. Seashore was gratified to find that our colleagues in the Association of Railway Museums (ARM) strongly supported our case and protested forcefully to the AAM. The following is an article summarizing Seashore's experience with AAM written by Board Chairman Jim Schantz after the December 1994 AAM rejection for publication in ARM's Summer 1995 newsletter:*

Since the pioneers of the volunteer rail preservation movement saved the first streetcar and moved it to the Seashore's Kennebunkport site in 1939, the evolution of most operating trolley and rail museums has followed a similar path. In the early years, they saved cars and parts, acquired sites and facilities, and began restoration and operation programs. Next came the "interpretive phase," slow and often fitful, which involved shifting from an inward orientation to interacting with the private and public sectors and outside sources of funding.

We at Seashore reached the interpretive phase in the mid-1970's. At that time, the Museum had acquired the core of its collection, a mile long line for public operation was constructed, and was developing a very active restoration program using both volunteers and a part-time paid crew. Significantly, we had also engaged our first full-time director, R. T. Lane, Jr. Under his leadership and that of several forward thinking board members, Seashore began to consider the standards from the established museum community for the very different world of an operating electric museum.

In 1977, a delegation from the American Association of Museums visited an ARM convention and urged mem-

ber museums to participate in their relatively new museum accreditation program as a means of striving for and demonstrating excellence. Seashore opted to participate, beginning a saga which played out over the next 17 years, before coming to an abrupt and unhappy end in late 1994.



A distinct challenge which operating rail museums face is the safe and reliable operation of nearly century-old electrically-powered equipment for the public. These three cars can operate simultaneously carrying 225 passengers, posing both risks and responsibilities which is unknown at most conventional museums. DC

In Seashore's case, after an arduous, but enlightening application and review process, accreditation was granted in 1978, despite the comparatively primitive nature of our Museum at that time. Accreditation quickly became an important distinction, which we all valued and used as widely as possible in quests for outside funding, in dealing with the community and government, and in any other forum in which it was necessary for so

unusual an operation as a trolley museum to demonstrate its respectability. We have never been able to put a dollar figure on its value, but are nonetheless convinced that it was extremely useful.

AAM's accreditation program at the time called for subsequent review and reaccreditation every 10 years. As the decade of the 1980's came and went, we regularly expected to hear from AAM that the time had come, but heard nothing. In fact, surprisingly, we never received any focused communications from the AAM accreditation organization in the entire subsequent period.

Meanwhile, Seashore ad-

continues today with a full time staff of four to six, and which is continually improving its conservation and documentation procedures. Other areas of development included:

- construction of a large Visitors Center with a year round staffed office
- a comprehensive training and certification program for all personnel involved in operations
- development of exhibits and interpretive labels throughout the museum
- a library program which moved beyond the phase of boxes stacked haphazardly into cataloguing and access for researchers
- application and award of a number of Conservation and General Operating grants from the Institute of Museum Services, all of which were devoted to collections care or improvement in museum practices
- serious efforts to develop meaningful special events and educational/interpretational programs leading to a paid staff position devoted to this area
- improvements to landscaping, walkways, and storage of unsightly material
- continued development of the comprehensive National Collection of streetcars, interurbans, trolley buses and buses.
- establishing innovative education programs with local school districts (Future Builders Incorporated) and with the county Sheriff's department
- engaging in a succession of outside professional assessment programs, including MAP (Museum Assessment Program) I and II and CAP (Conservation Assess-

## Is Accreditation Worthwhile?

Whenever someone hears of Seashore's painful interaction with the American Association of Museum's accreditation program, the question inevitably is asked, is it worth the effort? The question is appropriate and is heard at Seashore even now. We joined AAM's program in 1977 to help build respectability for something so unusual (at that time) as a trolley museum and to emphasize museum practices in place of more comfortable transit or railfan practices. Accreditation, once attained, was useful both externally to gain funding and support, and internally as a catalyst to the museum's growing emphasis on conservation, interpretation, and education.

For instance, knowing that we had to accomplish certain goals in order to meet an accreditation deadline caused everyone to pitch in and help with the task. Working towards accreditation also made it easier to adopt new practices, such as planning before beginning a restoration, carefully documenting work, and thinking of the public when placing material around the museum. In Seashore's case, this is one of the greatest losses.

Accreditation is of growing importance to the railway museum community, because aspiring to higher standards in all activities is increasingly critical to the survival and evolution of volunteer-based railway museums. After decades of effort, our museum communities are not yet assured of general support and acceptance. In addition, recent safety-related incidents at several other museums, underscore the vital importance of another aspect of this standards issue.

We cannot be sure that our collections will survive without excellence in operations, preservation, and education. Society must believe that we are not merely hobby groups but are holding our collections in the public trust and taking our educational duties responsibly. Demonstrating compliance with a demanding set of museum standards is perhaps the best way that we can make this point.

Seashore has clearly labelled AAM's accreditation process as both flawed and biased against our museums, problems which AAM now seems willing to address with Association of Railway Museums involvement. If this intention is followed by action, then AAM can be helpful to the evolution of ARM museums; if not, then the railway museum community needs to build its own to help advance the field.

ment Program), and inauguration of annual, well-attended offsite planning sessions ("Winterthinks"), featuring outside museum and other professionals, followed by a series of committees working to implement the recommendations within the limitations of our very tight financial situation

The progress was so steady and so broadly based that we essentially assumed reaccreditation would be little more than a formality when the time came—the Seashore of the early 1990's was vastly ahead of that of 1978.

Thus when AAM finally scheduled the review and a group of about eight Seashore members began months of work on AAM's comprehensive Accreditation Self-Study questionnaire and a daunting stack of supporting documents, they did so with a sense of confidence. Further delays at AAM meant that the visiting committee of two museum professionals did not arrive for their two day stay at Seashore until the fall of 1992. Their written report, though generally positive, recom-

mended that accreditation be "tabled" for a year to allow time for improvements in orientation exhibit and grounds conditions. To our complete amazement, the AAM Accreditation Commission rejected the visitor's recommendations and removed our accreditation immediately, citing shortcomings in staffing, conservation, exhibits, education and security, and failure to keep up with rapidly changing accreditation standards—standards which the AAM failed to publish and never once communicated to Seashore in the preceding 15 years.

We strongly disagreed with their conclusions, and promptly invoked their appeal process. Our 44 page illustrated appeal, along with some vigorous lobbying by ARM President Scott Becker at the AAM annual meeting in Texas and supportive letters from Bill Withuhn of the Smithsonian and Mark Smith of *Locomotive & Railway Preservation*, led, six months later, to the Accreditation Commission reversing their position, and granting the one-year tabling their Visiting Committee had recommend-

As largely outdoor operations, rail museums are subject to the whims of the weather. In Seashore's case operation from December through April is generally unfeasible, meaning a year's income must be earned in the remaining six months. DC

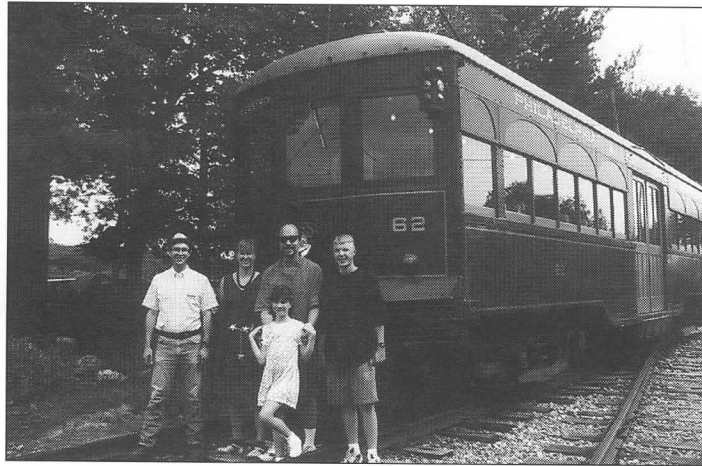


ed. This chance galvanized Seashore, and a tremendous amount of management time and volunteer activity was devoted to addressing the AAM's concerns, both at the Museum, and through several trips to Washington to meet with the AAM staff. A 50-plus page, heavily illustrated interim report midway through the subsequent year chronicled the progress to date, and led the AAM to schedule a return of their Visiting Committee in September of 1994.

Throughout all of the meetings with AAM and the written reports, we strongly urged them to work with Seashore to set up, if necessary, a multiple year program to address any remaining shortcomings, with the goal of a jointly sponsored seminar series at a future ARM convention. This would provide a relevant means of communicating to the rest of the rail museum community how accreditation can be made to work at an ARM museum. Those offers consistently met with no meaningful reply.

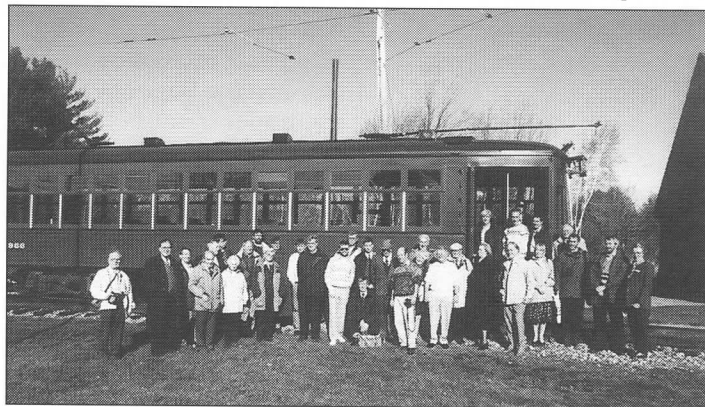
The subsequent AAM visit to Seashore went as positively as we could have wished, but despite a highly complimentary report, recommended denial of our accreditation, and was summarized by the Accreditation Commission at their December, 1994 meeting.

In addition to the natural dissatisfaction with losing a valued badge of honor, the loss of accreditation also robbed Seashore management of one of our most useful tools to help motivate volunteers to strive for higher standards in every aspect



**Above:** Seashore welcomes the opportunity to cooperate with other non-profits. Here Todd Glickman (left) hosts the Mario Giberti family who won the bid for a chance to "Learn to drive a trolley" donated to the WGBH Channel 2 Auction. TG

**Below:** Seashore's reputation stretches far beyond the U.S. and Canadian borders, as demonstrated by this group posing outside of New Orleans 966 in November, 1994. The 30-plus visitors from England's outstanding National Tramway Museum at Crich in Derbyshire had crossed the Atlantic to see their North American counterpart. DC



of their activity. Everyone at Seashore wanted to maintain accreditation, and most responded positively when asked to adopt practices which would be supportive.

Because of Seashore's national and international collection, many of our members and donors live thousands of miles away. AAM's action sends the unmistakable message to them that Seashore has fallen behind where it was in 1978, when exactly the opposite is true.

Seashore's Board was extremely dissatisfied with AAM's action and voted to send a final letter to their Board Chairman outlining the structural bias of their

process against operating rail museums, and discontinuing Seashore's AAM membership in protest.

Selected points from this letter are:

■ AAM's standards do not value nor properly judge operation of ancient rail equipment. This entire aspect of life-threatening operations is completely absent from most traditional museums (few works of art threaten the viewer!). In museums of our structure, safe operation is the central activity, with a single major accident having the potential not only for serious injury or death but for effective destruction of the museum. The standards used

to judge us must give very heavy weight to this fact, explore and rate all aspects of it, and weigh it far more heavily than traditional areas of concern (such as treatment of peripheral artifacts).

■ Due to the unusual subject matter and blue-collar origins of our museums, the traditional sources of museum funding have been and continue to be unavailable to us. Recommendations from the AAM and others for hiring additional trained staff and implementing capital-intensive programs fly in the face of the financial world in which we must operate. The standards used to judge a well-endowed, philanthropically or governmentally supported institution are simply inappropriate for a severely constrained operation such as ours. Our museums will grow and prosper so long as we continue to attract volunteers, obtain their financial support, train them in the appropriate procedures, and use them effectively to leverage our modest paid staff and meager budget.

■ AAM cited security as a major shortcoming, attempting to apply the standards appropriate for an urban museum with small, high value artifacts to a rural museum with a 330 acre site. Calls for perimeter fencing and a paid security force are simply inappropriate and infeasible. Our step by step security improvements are both practical and sufficient.

■ AAM's failure to recognize the difference between the vehicle collections and library collections. For Seashore as other museums, library development, though ongoing, takes a back seat to

*(continued on page 26)*

## Publicity and Special Events

The Museum sponsored a number of events to add to the variety of experience of our audience and to attract new visitors. These included a "Senior Prom", an outdoor Fathers' Day concert, a Cajun Fest (for the third year), a Chili Fest, Antique Power Equipment Day, Moxie Day, a circus visit (fifth year), Ghost Trolley (fifth year), Christmas Prelude, and several trolley parades. These events provided opportunities to convey the Museum's message to the public in a variety of ways.

Supplementing the many press releases, the more than 100,000 brochures, distribut-

ed by a contracted service, and the Museum's answering machine, were the highly successful and professionally made television public service announcements (PSA's) airing frequently on a number of stations in Maine and Massachusetts. The announcements' high quality stems from their production by an active Seashore member who is a video professional at a Boston network affiliate. Articles featuring the Museum appeared in many publications including the *Maine Times* and *Downeast Magazine* which ran a beautiful two page photo of Twin City car 1267.

Seashore actively cooperated with the Kennebunk/



Above: After making their appearance in a Trolley Parade a long lineup of cars awaits the return journey. FM

Right: Superintendent of Passenger Operations Scott Hooper serves as master of ceremonies for the parades. DC

Kennebunkport Chamber of Commerce, the Greater Portland Convention and Visitors Bureau (CVB), the Boston CVB and Tourism Industry Network of Portland, and businesses promoting the area and the Museum. Seashore cooperatively hosted several "Fam" (familiarization) trips and receptions including those for the Pennsylvania Bus Association and the VUSAMart-Pacific rim travel operators and radio commentator Bill Hoffman. Cooperative marketing was undertaken with 18 area businesses in *New England Group Tour Magazine*.

To bolster the important group tour business, Seashore's publicity forces sent invitations to visit the Museum to more than 200 tour operators.

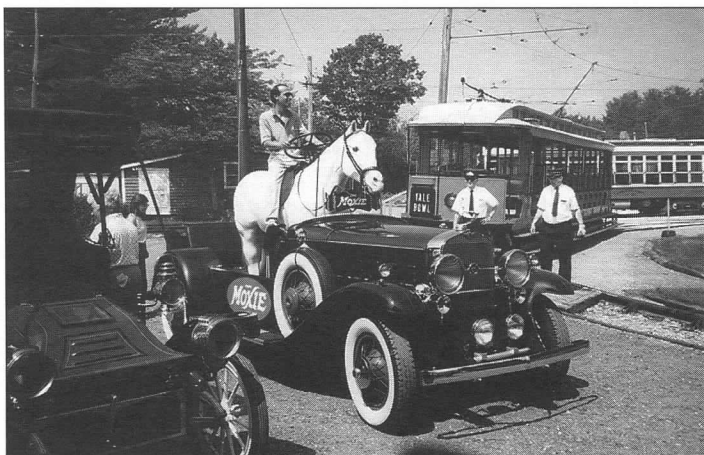
A highlight of Seashore's annual participation in the Kennebunk Home Show this year was the fact that the Museum's portable display won second place for artistic merit.

In cooperation with Antiques USA of Arundel, the Museum grounds were used for two *Great American Antiques Festivals*. In each of these, Antiques USA arranged for dealers to come to



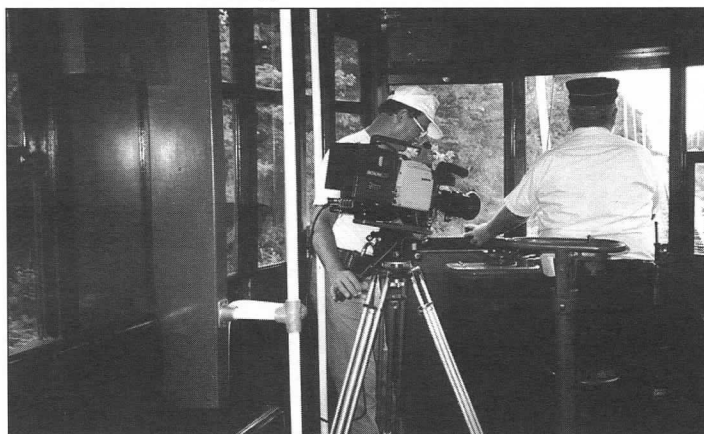
Seashore and set up their selling facilities on the Museum grounds. A joint admission ticket was offered so that visitors could both shop and participate in Museum activities. The presence of antiques of virtually all types among the antique trolleys made for a natural combination, and many visitors came to Seashore who otherwise would not have. Unfortunately, the amount of preparatory work was greater than Antiques USA had anticipated, meaning that future antiques festivals will require some additional help to be feasible.

To increase our visibility on Route 1, York Utilities Birney car 82 was again this year placed on a trailer on Antiques USA property at the corner of Log Cabin Road. Signs for the Museum



Above: Visiting on the annual Moxie Day were these unusual vehicles. JD

Below: Member Ed Dooks, a TV production professional, shoots video for public service announcements about Seashore. His new spots released in Spring 1994 have been widely aired by New England television stations and led directly to a significant increase in attendance. Such support on a volunteer basis is of tremendous value. FM







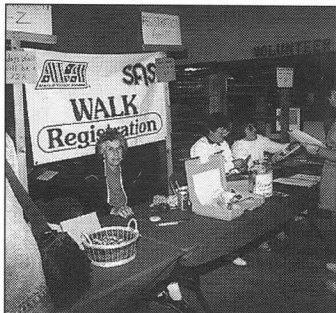
A long line at the ticket window with the red and white big top in the background are regular features of Vidbel's Olde Tyme Circus' annual visit to the Museum. FM

and various special events were hung from its side. Our thanks to Antiques USA for their cooperation both with the antiques festivals and the display of car 82.

Throughout the operating season, various promotional items were distributed to the public including "Trolley Dollars" in cooperation with the Auto Museum at Wells, key envelopes for motels, plus campground and other discount coupons.

The Director and Marketing Manger gave numerous slide shows about the Museum throughout southern Maine. To promote the Ghost Trolley event the Director presented over 50 slide talks at southern Maine elementary schools. Students were first introduced to the concept of trolleys and their significance with special attention being paid to trolleys from the students' local area including, in some cases, cars

Seashore's Visitors Center was quite busy when it hosted registration for the mid-September "Volksmarch." DC



which had actually run past their schools. The product of these sessions was over 1,100 pieces of student art, which were displayed in the Visitors Center during the Ghost Trolley event. Dick Pascucci, serving as event coordinator, streamlined the production with greater emphasis on the trolley ride. Attendance was the second highest of the five years the Ghost Trolley has been offered with a total of 2,624 patrons and admissions revenue exceeding \$10,000, further supplemented by Museum Store sales. Rain on the first night diminished what might otherwise have been record attendance.

Another educational outreach, through the "Crest" program at Kennebunk's Park Street School, targeted second graders whose coursework included a section covering transportation. Director Curry helped the students imagine a period 90 years earlier in which they would have the task of developing an efficient means of transportation based on technologies known at the time—naturally, the result was the electrically-powered trolley! He has visited other Maine schools, including Kittery and Lebanon, to teach similar programs.

As shown on the front cover of this report, a mile-

stone of the year was the erection and dedication of an official historic marker commemorating the founding of the private rail preservation movement. This event took place following the dedication of Twin Cities car 1267 on Members Day. Maine Department of Transportation Commissioner Dana Connors unveiled the plaque at the Museum's entrance and spoke of the significance of rail transportation. During that three-day weekend 1,019 persons visited the Museum. New Bedford horsecar no. 10 was pulled by a horse again for the first time in years, sharply contrasting with the very modern SOAC rapid transit cars they passed.

Vidbel's Olde Tyme Family Circus made its fifth annual appearance. The circus

was promoted by 25,000 bag stuffers in area super markets, posters, clown appearances around the area, and a banner suspended over a busy section of U.S. Route 1 in Kennebunk. Total attendance was 1,141 for the two shows.

Other outreach programs included the Museum's presence at the Boston Trolley Meet in Lowell, Mass. and Railroad Hobby Show in Springfield, Massachusetts.

During the year John Forssen left the Marketing Manager's post after more than a year at the Museum. Shortly thereafter Richard Pascucci assumed the position. For budgetary reasons, the Marketing Manager's position was reduced to half-time for the latter part of the year.



Above: The Library is hidden by varied furniture during July's Antique Festival. DC  
Below: Peter Folger, Jim Davis, and Todd Glickman with bus 627 in Biddeford as it participates in the annual La Kermesse Franco-American fair. TG



# Vehicle Conservation

**A**nother marvelously restored car has been outshopped, and now serves as an example of the way the cash-strapped transit system in Manhattan was able to modernize its fleet with a combination of used mechanical parts and new bodies at the end of the Depression, namely **New York Third Avenue Railway System 631**. The interior of the car was largely completed in 1994. This included new seat bottoms which were built using components from the modern cushions installed when the car ran in Vienna. These were covered with new cane upholstery. In Vienna, vinyl had been applied over the original cane on the seat backs, and has now been removed exposing the cane, which remained in good condition.

After careful research our curatorial forces determined the proper color and method of applying the faux grained interior finish, and completed its application. Other interior work involved replacing the red rubber ribbed floor covering, still in production at the original manufacturer. The flooring was installed by



Third Avenue Railway System 631 was the featured attraction in the June Trolley Parade marking completion of its restoration. The car was the most modern design to operate on the streets of Manhattan, then was sent to Vienna under the Marshall Plan. TG

a local contractor. Authentic signs and signboxes for the car were donated by a member and were installed. Exit doors were converted from Vienna's double operation to single-opening as in New York. Electric circuits, including the low voltage battery circuits, were traced and all components made functional. Grid resistors were rebuilt and heater wiring repaired. Thanks go to Don Engel and Ted Eichman, of the Shore Trolley Museum in Connecticut, for their advice on the project, based on their museum's restoration of a

car from the same series.

**Connecticut Company 1160** progressed considerably under the careful guidance of curatorial planning meetings involving the project sponsor, the shop crew, and curatorial representatives.

Fortunately, the high quality of the original Stephensen Car Company workmanship is still very much evident in 1160. Completion of the roof canvas allowed installation of the trolley boards and roof ladders. The clerestory windows were prepared and installed. This involved the production of glue-chip glass with the special border of the original following painstaking refinishing work.

The largest project under-

taken was reconstruction of the car's floor. The upper layer was removed and carefully inspected. Approximately 25 percent was reusable. The subfloor was also inspected and the central area between the motor traps



**Left:** Shop crew member Richard T. Lane, Jr. installs one of 631's destination sign boxes, a feature removed during the car's years in Vienna. FM

**Right:** Building or rebuilding car seats is a project frequently undertaken in the restoration shops.

**Upper:** New seat cushion spring assemblies exactly duplicate 631's originals.

**Lower:** Volunteer Lisa Alpers applies the canvas layer which goes between the frame and the rattan upholstery. DC





Liz Cooney watches as Shop Crew member Bob Webb machines new platform knees for Connecticut 1160. DC

was saved. Sufficient southern yellow pine flooring was then milled to complete the floor. The sub flooring from one end of the car was removed, exposing the badly deteriorated steel framework around the motor traps. The rust was caused by years of splashing from the salt-covered city streets of New Haven. Replacement parts for the special T-shape frame were milled from I-beams. Stainless steel fasteners were used in reassembly of the flooring as it was impossible to remove all traces of salt from the reused wood frame members. The vestibule floor at one end was replaced and during 1995 the work will continue on the remainder of the flooring.

Underneath the floor, the body bolster was dismantled, thoroughly cleaned, rust killed, painted and reassembled. On the exterior, volunteers carefully scraped and sanded paint, inspecting it for traces of original lettering and stripping.

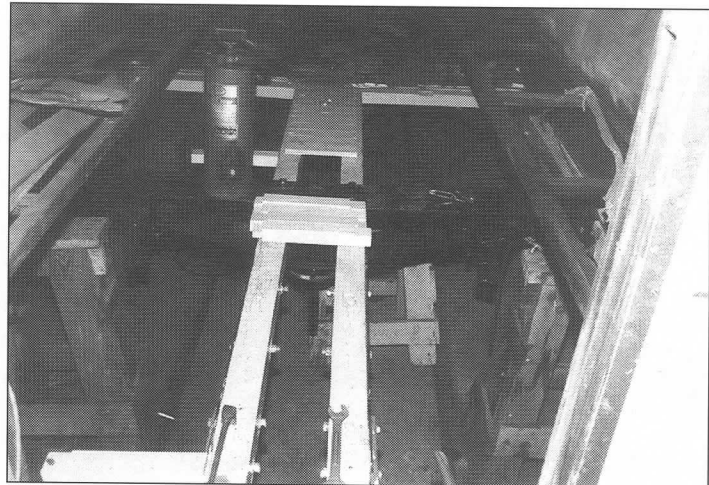
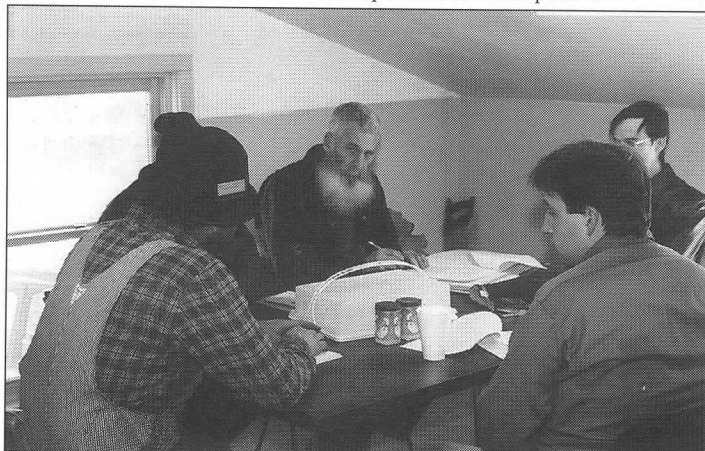
Major mechanical work on No. 1160 comprised the overhaul of the Westinghouse DH-16 air compressor,

including rebabbiting of its crankshaft bearings, along with rebuilding of the car's K-6 controllers. The trolley pole base assemblies were badly worn. The pivot, very much like a roller bearing, had both inner and outer bearing races worn oval and required special machining and sleeving.

In order to provide storage for the many components which had to be removed during 1160's restoration, an unused truck van body was placed outside the shop and made weathertight and lockable.

The prestigious Valentine Museum of Richmond, Virginia, approached Seashore for a trolley to be displayed in their about-to-be-opened Riverside Campus to commemorate the fact that Frank J. Sprague first demonstrated the practicality of electric transportation in Richmond in 1888. Richmond's Virginia Electric Power Company (VEPCo) later operated a substantial fleet of Birney cars. In return for their underwriting much needed structural rehabilitation and repainting, Seashore offered to lease the Valentine **Denver**

The most critical step in controlling restoration projects such as 631 and 1160 is the Curatorial Committee which guides each step of restoration. Here Shop Foreman Mike Simonds, sponsor Arthur Duncan (hidden), crew member Dick Lane, Curator Paul Kochs, and Lee Duncan meet in the shop to discuss next steps for 631. DC



The degree of frame reconstruction of 1160 is extensive—the result of years as a salt car. Here the fully reconditioned body bolster has been installed, new frame members run to the platform, and installation of the underfloor is beginning. JS

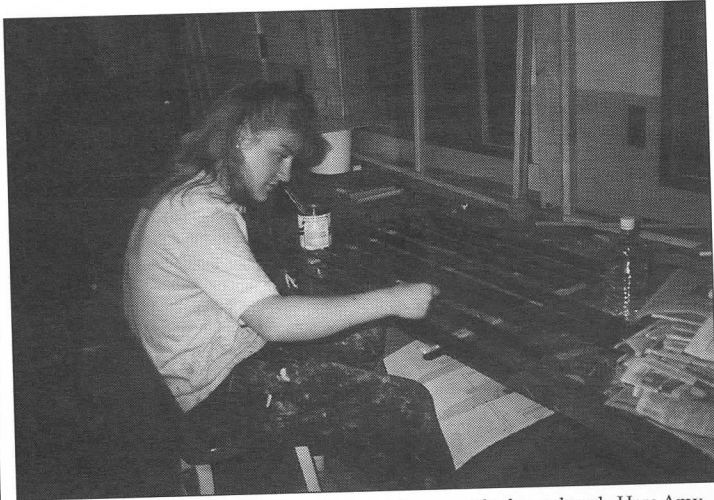
**and South Platte Birney No. 1**, which was essentially identical to the cars which ran in Richmond.

The structural work included replacing virtually all of the car's complex steel cross members, a task which was hampered by the need to preserve the car's floor, which had been installed by York Utilities' Town House Shop, in one of the last jobs performed before that facility was closed. Because the VEP-Co paint scheme was virtually the same as the D&SP, the car was repainted in its existing colors. The only change

was to number the car as 1283, the next number VEP-Co would have used had the company purchased more Birneys.

To meet the tight deadline of the Valentine's Memorial Day opening of the Riverside Campus, the shop hired two temporary craftsmen. Seashore volunteer staff transported the car on a tractor-trailer donated by Bickford Transportation of Yarmouth, Maine. Because the terrain of the Riverside site kept the trailer some distance from the planned display location, the car was lifted in place by a very large crane. Seashore also sent a Shop staff member to supervise the car's placement and preparation for display. The terms of the lease call for the car to remain in Richmond for four years.

The Museum also contracted with the Valentine to estimate the project scope and cost of restoring **Richmond car 194** to display condition. This included moving the car, still on the dolly on which it came to Seashore, to the shop, then disassembling one badly deteriorated end



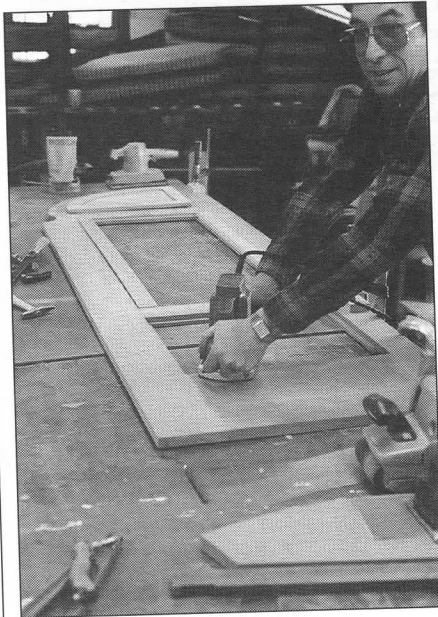
The interior of most classic streetcars featured fine varnished woodwork. Here Amy Litchfield carefully refinishes interior trim pieces from Connecticut 1160. FM

and stabilizing other parts of the body.

**Cleveland center entrance motor car No. 1227** reached a new plateau in its long-term restoration. Much refinished moulding and paneling was installed, giving the first impression of how the finished car will appear. Sadly, shop veteran employee Don Gawthrop, the car's project manager, retired during the year then soon passed away. This has resulted in a temporary hiatus in the project. However, volunteers, using an original blueprint, have replicated a set of the complex steel arches for the Scullin ventilator monitor, which runs the length of the roof, somewhat akin to the air cooling system monitors on most Boston PCC cars. After fabrication, the pieces were ground smooth and galvanized.

The year saw Seashore's **Philadelphia-Camden "Bridge" train** continue its course toward restoration. Car No. 1023, the more advanced of the two cars, had much of its electro-pneumatic brake system removed for testing and overhaul. Painting of the undercarriage is

proceeding while these components are removed. Additional work performed on the exterior of this car included preparation for a second trolley pole, continued painting, and the correction of many minor wiring and piping defects. On the interior, the headliner was prepared for return to its original off-white paint scheme. Additionally, a number of components which will add a great measure of authenticity to the restoration, including car card racks, emergency brake components, standee



**Above:** Proper restoration of window sash requires removal of the glass, stripping and repairing wood frames, refinishing, then reinstallation of glass. Here Stephen Santarelli reglazes clerestory sash from Bay State 4175. FM  
**Left:** When Bay State 4175 was modernized, interior bulkheads were removed. In this view, shop woodworking specialist John Mazzei sands the surface of one of the intricate new bulkheads he fabricated for the car. DC

straps, etc., were either rehabilitated or fabricated, and installed. And the large number of spare parts acquired along with the two "Bridge" cars were carefully sorted, catalogued, and placed in secure long-term storage in a non-accessioned vehicle acquired for the purpose. Car No. 1018, which will retain its later-era modernized appearance as a member of Philadelphia's Broad Street line fleet, had its roof painted and a trolley pole installed, and benefited from much cleanup of its exterior paint, in addition to several major component overhauls.

On **Bay State 4175**, the underframe was scraped, derusted, primed, and painted in an orange epoxy enamel to approximate the original, but long-ago-removed, red lead. Work was completed on rebuilding the side window sash using original wood and matching old components salvaged from derelict car bodies. Interior work included fabricating bulkhead panels and installing wainscoting along the sides. Through examination of

original photographs under magnification it was possible to determine details as fine as the direction of the screw slots in the bulkhead quarter-rounded panels.

All remnants of original wiring were removed as its deteriorated insulation could pose a hazard. However, the specialized conduit fittings were salvaged.

Rehabilitation and refinishing of the clerestory sash was completed and copper flashing has been applied around the base of the clerestory. Seat frames from the Montreal and Southern Counties Railway, acquired from the Shore Line Trolley Museum some time ago, were rebuilt for use in the car. A few original 4100 series cane seat cushions were found and used as patterns for rebuilding work. The cushions and the frames required slight narrowing to conform to the car's original dimensions.

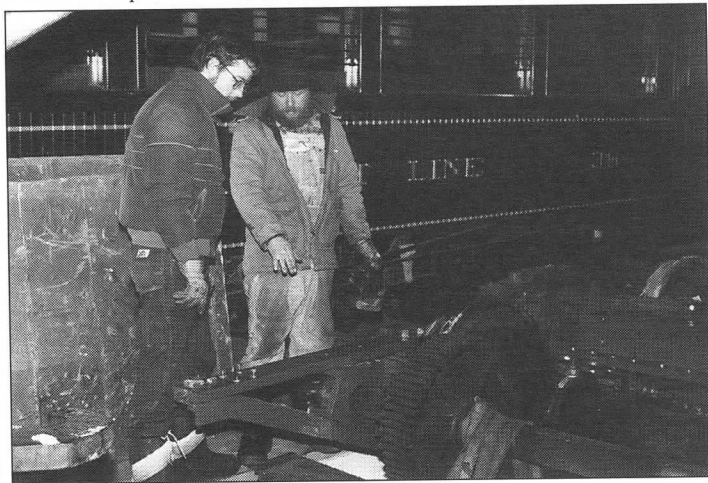
**Boston Elevated Cambridge-Dorchester crane 0551's** Westinghouse 307 motor was sent to the Bangor and Aroostook Railroad

shops for overhaul. Because the crane had seen very limited service in Boston, the motor was a 1911 "time capsule." Overhaul meant only cleaning, dipping in insulating varnish, and baking. While the motor was out, the shop crew rebuilt the motor truck to repair corrosion damage. This difficult operation involved raising the heavy end of the crane high in the air then lowering it temporarily onto a standard railroad freight car truck. All parts and the entire truck frame have been thoroughly rust-treated and painted to prevent further corrosion.

No. 0551 was designed to operate short distances under the power of the motor which was rebuilt this year. Restoring this capability involved overhauling a large dog clutch on an axle. Also the crane turret was jacked up and worn rollers rebuilt enabling the crane to turn smoothly. The non-powered truck was also given the same overhaul as the motor truck.

**Portland-Lewiston No. 14, "Narcissus."** As with

Boston Red Line crane 0551 is both an exhibit under restoration and a very valuable workhorse around the Museum. **Right upper:** One of the numerous truck storage piles built using the crane. **JS Right lower:** The crane shown with fellow Red Line veterans 0724 and 0719 along with two PCC trucks it just unloaded. **JS Below:** John Stoffel and Shop Foreman Mike Simonds discuss rebuilding 0551's motor truck. DC



Recipients of continued volunteer attention in 1994 were the Philadelphia-Camden Bridge units 1018 and 1023, shown in a shifting move at Arundel Station. DC

many projects, this restoration has involved a combination of volunteer and paid staff work. One volunteer, a lifelong resident of the Portland area who had seen the PLI cars in service as a child, has carefully stripped and re-varnished much of the Santo Domingo mahogany woodwork. Others have rebuilt and replaced, in kind, the arched stained glass and its sash. The Museum's staff removed the original matchwood siding to expose deteriorated structural members. These have been repaired by selectively splicing in new

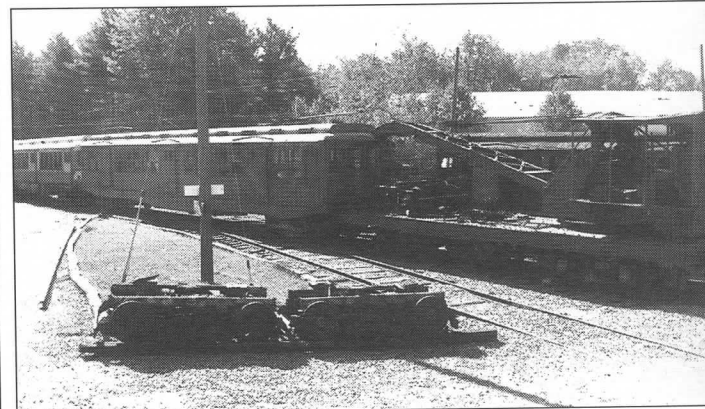
wood or using epoxy consolidation of original pieces. All underbody metal parts were scraped, primed, and then painted.

**Aroostook Valley Railroad combine 70**, for the past five years has been the centerpiece of the Halloween *Ghost Trolley* event. During much of that time it has also been in the process of exteri-

or restoration. In 1994 the cab windows were rebuilt, reglazed, and installed. Loose exterior paint was scraped in preparation for refinishing. During this process the technicians found considerable rotted frame wood around one baggage door, which is to be repaired in 1995.

#### **Staten Island Rapid**

**Transit 366** was stabilized during 1994, and prepared for eventual restoration. The roof was painted with black Imron enamel for protection, rusted areas of the body were patched, leaks were caulked, and window openings were covered with plywood and acrylic panels. The air compressor was extensively overhauled, including the re-winding of its motor armature by a contractor. The traction motors also received considerable work. Several individuals generously do-



nated components from their personal collections which will aid future efforts to restore this, Seashore's eighth vehicle from New York City.

The Museum's promotional bus, **Brantford, Ontario GMC No. 627** received ex-

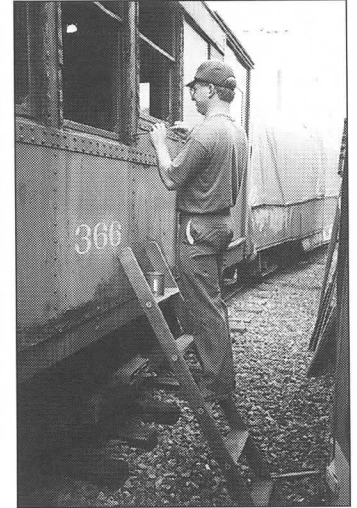
tensive mechanical work late in the year. A valve job was performed, the exhaust manifold was brazed and refitted and other mechanical and electrical repairs were made. The bus now runs very smoothly with increased

power and reliability. No. 627 has become very familiar to our community and the completion of this work enables No. 627 to reach out farther and hold a more regular promotional schedule.

A major conservation program began on **MBTA "All-electric" PCC NO. 3221**. The design of the roof monitor allowed water to leak into the body sidewalls, causing severe corrosion around the standee windows. The upper glass was removed from one side and large areas of corroded steel panelwork were cut out, after which the exposed steel posts were disk sanded, derusted, and double-primed. Much of the roof, including most of the large monitor, were derusted then double-primed by year end.

**Boston ex-Dallas PCC Car No. 3340** offers a splendid appearance following its complete repainting in MTA orange and cream in 1993. This year a volunteer professional sign painter made new number stencils and painted the numbers on the car. Though full restoration will await expansion of carhouse capacity to ensure inside storage, the car's sponsors anticipate that repairs will be made to stepwells and window sash in the foreseeable future.

Non-accessioned **Boston PCC car 3037**, acquired during the year, after having

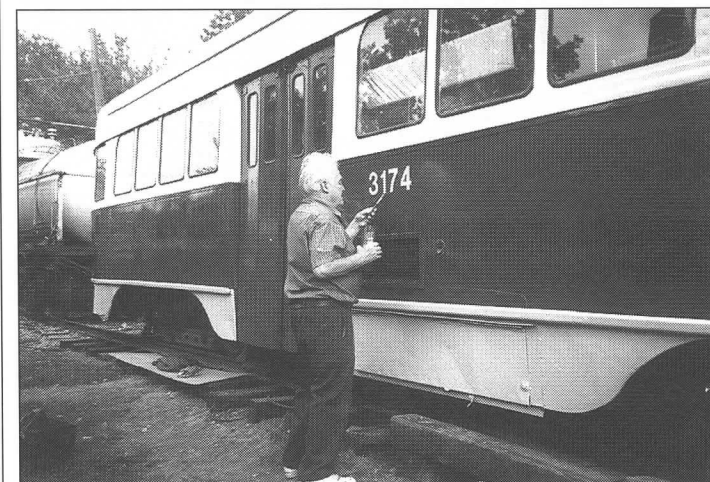


Conrad Misek prepares Staten Island Rapid Transit 366, which arrived in 1993, for temporary window covers, to protect it until restoration begins. FM

been preserved on the MBTA system for over a decade, was recipient of a major conservation effort undertaken and financed by the car's sponsor. Work included partial exterior and interior derusting, priming, and painting, and renewal of the canvas roof, which had become quite deteriorated on an otherwise sound car. After the work was completed, a high quality vinyl-nylon tarp was made for the car, and now protects it from the elements.

In another volunteer effort, spare **Boston PCC No. 3174** was disk sanded and derusted as needed, then fully primed and repainted in its green-white-gray colors, using long-lasting Dupont Imron enamel. The car thus not only looks good, but is protected for years to come.

On **New York City Transit Authority subway car 1440** (the "A" train) a volunteer rebuilt sign boxes and both head and marker light boxes then reinstalled them on the car. Another major task was the labor-intensive



Former Boston PCC cars benefited from considerable volunteer attention during the year.

**Above left:** Charles Griffith Sr. and Jr., both veterans of Boston's Everett Shops, pose with father overseeing his son's repairs to the stepwell of 3127. FM

**Middle left:** Ken Haselton uses his sign painter's expertise to apply the numbers to newly repainted ex-Dallas 3340. FM

**Lower left:** Phil Sammis performs the same task on another repaint, 3174. FM

project of replacing corroded steel around the car's many window posts. Fabrication of the needed steel parts was done as a donation by Dave Mahr's Precision coach works, for which the Museum is most grateful. Further work included removing and straightening bent hand brake components. Companion NYCTA R9 No. 800 had its steel roof scraped and painted, and its brake system rebuilt. The car was also put back into operating condition. Considerable effort also went into rebuilding seat cushions for the two cars.

**Boston Elevated Railway White bus No. 1508** was back in the shop for further restoration work in 1994. An oil-bath air cleaner obtained from a similar White bus found earlier in a junkyard was installed to replace the original unit which had a badly corroded filter element. Rusted portions were replaced on the intake-air preheating unit and it was later reinstalled. The starter motor was rebuilt and other maintenance work performed to bring No. 1508 back into operating condition permitting an appear-



In another volunteer PCC restoration project, Peter Folger uses a power sander on the dash of Boston All-Electric car 3221. FM

ance in a trolley parade during the summer.

As a protective measure, and to make **Lake Shore Electric car 171** look more as it did in LSE days, volunteers tarred the roof and painted its exterior orange and cream with maroon sash to preserve it until its full restoration in memory of Seashore founder Theodore Santarelli de Brasch can be initiated.

After **Boston Elevated car 0210** arrived it was placed over the shop pit where it was inspected and control equipment received maintenance. This car was one of the few to arrive with its own

first-class tarpaulin to protect it from the weather.

**Boston Elevated Type 3 Snow Plow 5159** was put into towing service shortly after it arrived and completely lubricated. Corrective work included replacing its air compressor and governor plus rebuilding its center shear blade.

#### Car Maintenance

A vital mechanical component in most of our operating cars is the air compressor, which can see many hours of daily service when the car is in use. Consequently, the shop has instituted a compressor rebuilding program which takes place during the winter months in the heated machine shop. Tasks have include fabricating new valves, piston rings, valve caps, and wrist pins plus rebabbiting bearings. Special equipment made includes a special test setup and a valve grinding machine. As well, a commutator undercutting machine is regularly used. Four compressors for fleet service were rebuilt in addition to those for restoration projects.

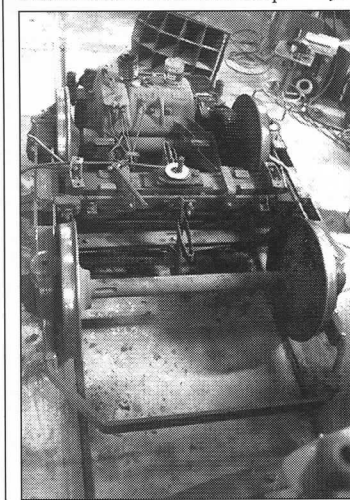
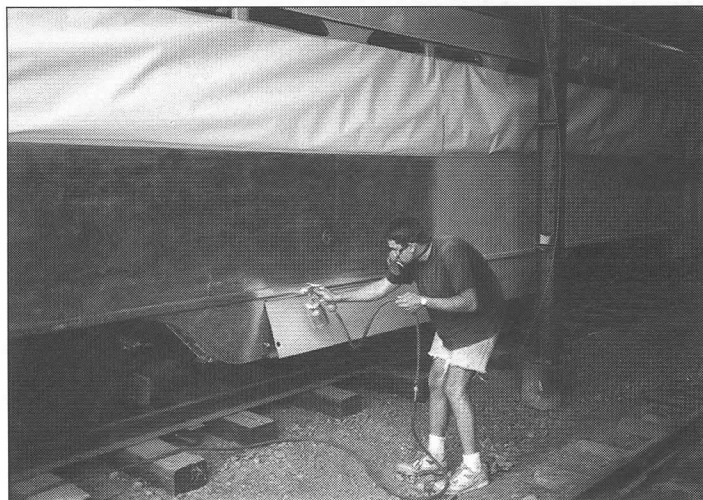
Over 20 cars went

through the fleet service program. Work done included general lubrication, air brake piping replacement, roof painting, brake valve rebuilding, controller servicing, headlight resistor rebuilding, floor painting, light circuit repairs, and numerous other repairs.

Garland Manufacturing, of Saco, Maine, donated "Gar-Dur" Ultra High Molecular Weight (UHMW) plastic to be fabricated experimentally for motor suspension bearings for cars 38, 838 and 2052 to replace the original bronze pieces. Garland subsequently placed an advertisement featuring Shop Foreman Michael Simonds in a trade magazine, which led to a phone call to Seashore from the New Orleans Regional Transit Authority to discuss possible use of this material on their famed St. Charles streetcars. The UHMW material is self-lubricating, so if it performs as expected, it will save considerable maintenance time and reduce wear on the cars. During this project, two of the original cast iron side bearing pieces were found to

A truck from Connecticut open car 838 is out for repair to side bearings during routine maintenance in the shop. JS

Tom Santarelli sprays primer onto the completely stripped surface of 3340. FM



have disintegrated on **Connecticut open 838**, so machinist Ed Johnson duplicated these complex pieces and installed a Gar-Dur wear piece on them.

Among the cars receiving maintenance were the City of Manchester; Claremont line car 4; Biddeford and Saco open 31; Philadelphia and West Chester center door car 62; Cedar Rapids and Iowa City interurban 118; Oshawa steeple-cab locomotive 300; Dallas city car 434; Chicago, North Shore and Milwaukee interurban 420; Montreal and Southern Counties interurban train 504-610; Montreal Tramways streetcar 957; New Orleans city car 966; Boston Elevated rapid transit car 01000; Connecticut Company open 1391; Interborough Rapid Transit subway car 3352; Eastern Mass Street Railway suburban car 4387; Boston Elevated Type 2 5055; and Eastern Mass sweeper P-601.

Major maintenance included installing rewind traction motor armatures in



Venerable Boston White gasoline bus 1508 is shown after emerging from a stay in the shop for mechanical repairs. These buses were once a familiar sight in many cities, often surrounded by their characteristic cloud of blue exhaust. FM

Nagasaki car 134 and Connecticut Company open 303, the latter project made possible by a successful fund raising campaign among the operating department volunteers. We were fortunate to have the complex interior signs translated from Japanese in No. 134 by some friends of the Museum.

During the year, numerous needed parts were obtained including components of a GE Type M control system for the **Berkshire Hills**

and GE-86 motors and K-10 controls which can be used in an early single-truck car.

Rubber-tired vehicles in Seashore's collection received attention during the year as well. The power take-off shaft on the **Somerville Walter Wrecker** was remachined. The machine work included rebuilding an index head so that the milling machine could perform the job.

#### Shop Safety Working in conjunction

with Maine Employers' Mutual Insurance Company, the Museum's Workers' Compensation insurance company, Seashore adopted a comprehensive safety policy. The word "employee" now also encompasses all volunteer workers. The policy states that:

"It is the policy of the Seashore Trolley Museum to provide all employees with a safe and healthy workplace. An effective health and safety program, an integral part of any museum, is part of everything that takes place within the operation and is everyone's responsibility.

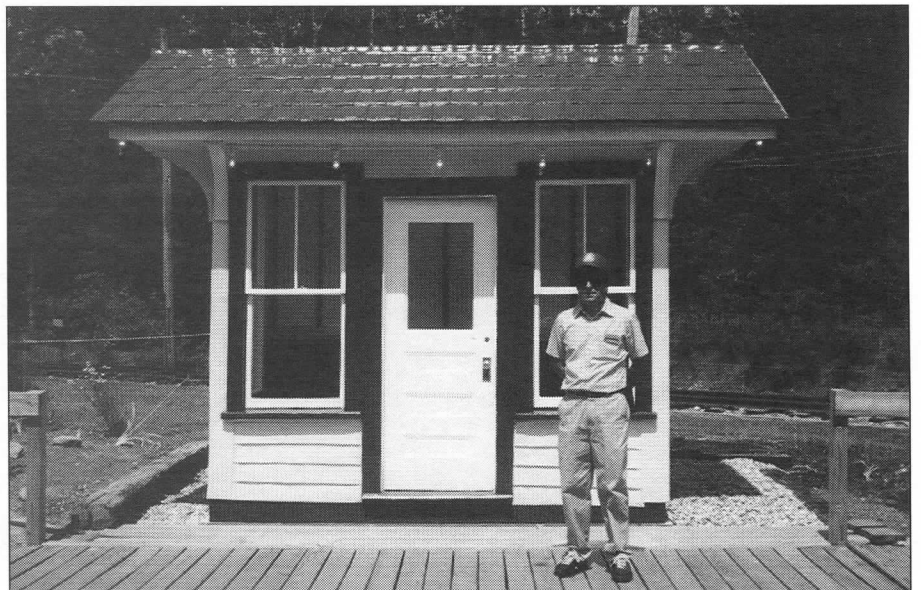
"The Society must provide safe and healthful conditions for each of its employees. In return, the Society expects and insists that all employees recognize their obligation to conduct themselves with due regard not only for their own safety but for the safety of their fellow workers as well.

"To ensure that a safe working environment is maintained, all employees

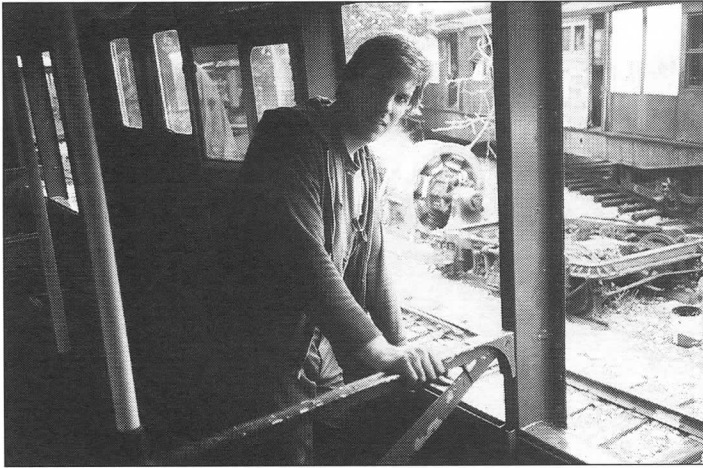
In a photo snapped where the Portland-Lewiston Interurban station was found in Gray several years ago. Jay Mazzei seems to be asking his father, "Are you sure this is worth saving?" JM



In 1994, father John Mazzei poses with clear evidence that indeed it was. A several year volunteer project resulted in complete renewal of the roof, replacement of the sill, sash and door repairs, a new interior, rewiring of the 600-volt lights, and installation of the station in this nicely landscaped spot at Riverside crossing. JM







Bill Pollman poses with some of the window posts and sills which he extensively patched in the New York R-9 subway train. FM



Other components from the cars receiving repairs were the sign boxes and marker light boxes, shown here in the second floor loft of Town House Shop. DC

shall actively promote safety and accident prevention as an integral part of the work done on the property.

"Each employee is responsible for implementing this policy by continually observing all safety practices, rules and standards while working for the Museum.

"Since safety and efficient operations are integrated and inseparable, similar methods of control are required to address accident prevention as are used to maintain quality and good relations with Museum visitors.

"Of even more importance, there are losses of earnings and physical injuries suffered by employees as a result of accidents. In themselves these factors justify a constant and intensive accident prevention program. Full cooperation of all employees is essential to successfully achieve this safety policy.

**"Remember, All Accidents and Injuries Can Be Prevented!"**

A checklist of safety-related improvements was developed and is being addressed steadily by the shop crew. As an example, the hollow-chis-

el mortising machine was rebuilt to current standards and fitted with safety switches and a new variable-speed drive.

Also, the Kennebunkport Fire Department installed a dry hydrant in front of the Arundel House. This provides the means for firefighters to pump water easily from the adjacent creek as a supplement to the water in the buried tank cars at the Visitors Center and near Highwood Carhouse.

**Third Party Projects**

**The several year rebuilding of United Parcel Service**

A major upgrade and expansion of Seashore's signal system is underway. Chet Bishop and Mark Weinberg pose with newly refurbished signal box components. FM



**Package Car 4040** was completed except for final painting (done subsequently by a UPS contractor) on January 21. It is now exhibited at the UPS corporate headquarters in Atlanta, Georgia.

In cooperation with members of the Connecticut Trolley Museum, Seashore's Town House Shop worked on various components for their Connecticut Company car 65. Tasks included making copper roof flashing, rebuilding the air compressor, and overhauling the trolley bases. Crew member Dick Lane instructed a group of their volunteers in the al-

most-lost art of seat recaning.

The Shop began work on the modification of 2-foot gauge amusement park cars for use on Biddeford Station's track.

**Shop Building and Equipment**

Because of the flexible framing and aging aluminum sheathing of Town House Shop, significant leakage has developed over time. This leakage has caused electrical problems and deterioration of supporting structures. Contractors' prices for replacing the roof have ranged from \$19,000 to \$40,000 depending on the system used. The Museum welcomes donations toward the cost of this important work.

The foundation of the building's northwest corner was found to have shifted significantly, leading to the installation of a large concrete block for stability.

**Portland Lewiston Interurban Station** of 1916. After complete rebuilding inside and out, including new galvanized metal roof "shingles," the building was spray-painted using an airless gun by friend of the Mu-



Repainting of the insulated Milwaukee Road box car used by the Library for storage was completed in 1994, thanks to a grant from the Casey Albert T. O'Neil Foundation. JS



Volunteers are restoring this former Hampton, New Hampshire trolley station for use as a support facility for the adjacent SOAC train. TG

seum. It is now yellow with green and white trim and has been installed at Riverside crossing on a concrete base. With original lighting and a large platform, it now represents the type of wayside stop facility that was very common along interurban railways throughout the country. Landscaping and the path to the Shop give this area a pleasant finished appearance.

### Shop Staff

The Museum felt a great loss following the death of Conservation Supervisor Don Gawthrop at the age of

74. Coming to Seashore after his retirement as a Carhouse Foreman for the Department of Street Railways in Detroit, Don applied his first-hand industry knowledge by supervising and working directly on the rebuilding of Montreal 957; Eastern Mass 4387, 4175, and P-601; Brooklyn 4547; New Orleans 966; and was working on Cleveland center entrance motor car 1227 when he retired shortly before his death.

The size of the paid Shop staff, working under the direction of Foreman Michael Simonds, has varied with the addition of contract work but

has an average size of six full-time equivalent persons. Each person has a specialty such as machinist, woodworker, or electrician. By working carefully with the Curator and Senior Curator, work is done in as authentic and responsible manner as possible. The volunteer staff, long traditionally totally male, has come to include a number of women working in a wide range of areas from car and component servicing to refinishing.

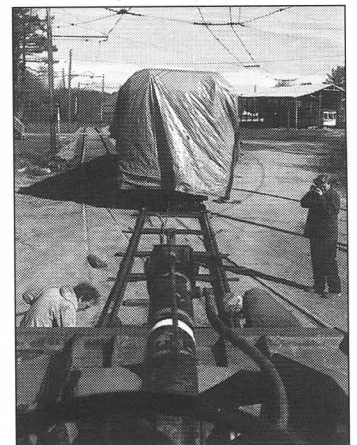
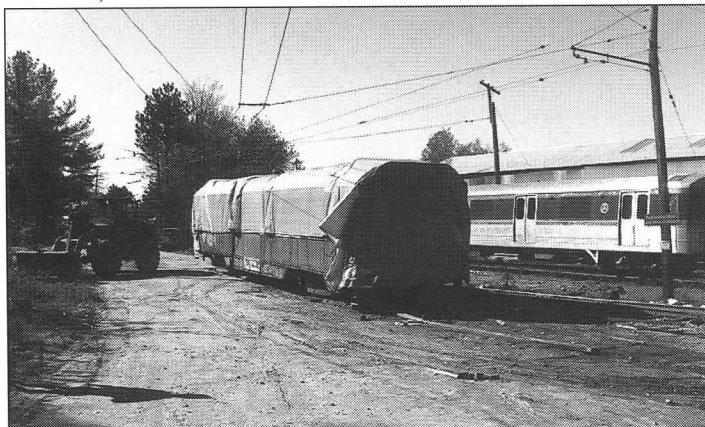
### Motor Vehicles

The Museum no longer finds it cost effective to have any vehicles registered except two dollies for car moving and Brantford Bus 627, used for promotional purposes.

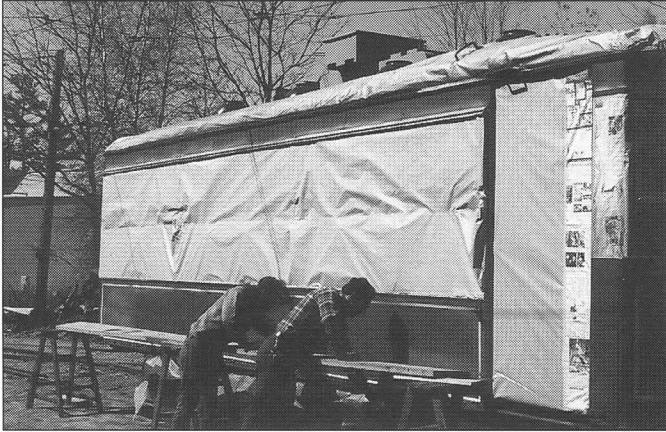
On-property we have a 1981 Chevrolet pickup truck, donated specifically for the use of Museum employees, an International dump truck and Ford pickup for the Track Department. The Hough payloader has been extremely versatile and has extended the capabilities of the Museum staff. Unfortunately, because of its age, it required considerable main-

tenance work including replacement of the water pump shaft, rebuilding of the radiator, installation of gasoline filters, and much rebuilding of the brake system and carburetor. In the fall it is necessary to winterize the cooling systems for eleven internal combustion engines. The Museum is fortunate to have the use its neighbor, Chick's Marina's Clark Fork lift, making projects such as unloading bundles of ties relatively easy. The Shop also performs maintenance on Track Department equipment such as the hydraulic tamper and Diesel Locomotive D1.

In a view from the cab of the Hough payloader being used for power, PE 680 makes its way carefully to the track. JS



# Denver Birney 1 Goes to Richmond



A very intense project during the year was the rehabilitation and transport of Denver Birney No. 1 for its four year lease to the Valentine Museum of Richmond, Virginia. To help commemorate Richmond's role as the site of the first successful electric streetcar installation in 1888, the Valentine underwrote the work on No. 1 and assessment of the only surviving Richmond streetcar, Seashore's No. 194 for a possible subsequent lease.

**Top left:** Shop staffers Paul DeHetre and John Mazzei mask the car for spraying. DC

**Top right:** A large crew sands the primer in preparation for final colors. DC

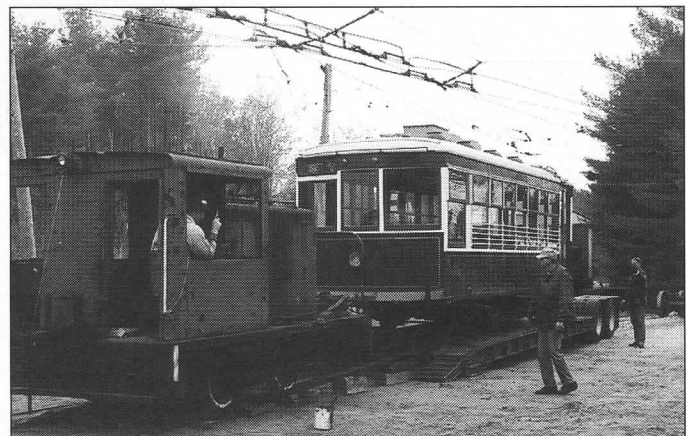
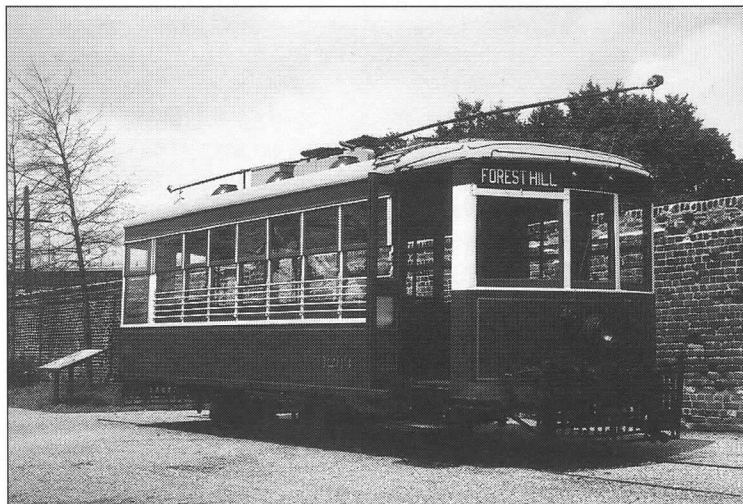
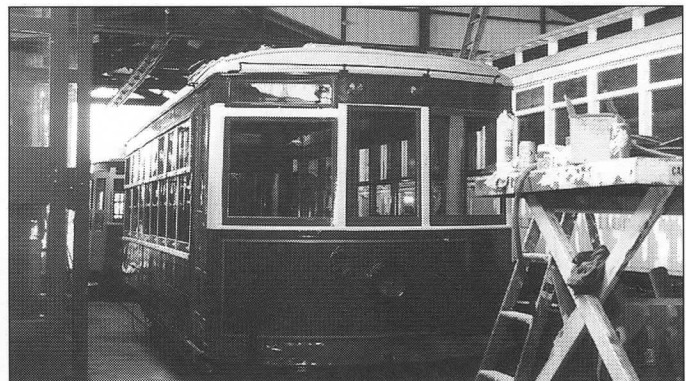
**Above left:** Lorraine Cooney shows that preparation extended to unseen areas. DC

**Above right:** Further underneath, Liz Cooney fastens the air compressor intake. DC

**Right:** With painting complete, No. 1 moved inside for the many small final tasks. DC

**Bottom right:** With an assist from locomotive D-1, No. 1 is loaded onto a detachable-gooseneck trailer for the ride to Virginia, driven by careful Seashore crews. DC

**Below:** In its temporary home at the Valentine's new Riverside Campus, Birney 1 poses as Richmond 1283, one number higher than the last Birney the city's system bought. JS



(continued from page 13)

the primary collection, and as long as library material is adequately stored and being addressed continuously, the fact that it is less developed than the primary collection is perfectly adequate.

A variety of other points drove home the bias of the AAM accreditation process and outlined serious procedural shortcomings in the program's administration.

A factor behind the entire issue is that traditional museums—those who developed and administer AAM standards—have an abysmal record in preservation of transit vehicles. Seashore developed a list of case after case of such museums either saving a car and allowing it

to deteriorate, or failing to step in to save a threatened car of local significance. Only a handful of instances exist of traditional museums successfully preserving and interpreting a single transit vehicle, and certainly not a representative collection. Simply stated, our approach works, and theirs does not. Obviously, AAM needs to learn from the successes of volunteer museums and not arbitrarily dictate conformance to a set of standards which is inappropriate.

AAM's initial response to our final letter was largely unsatisfactory, but ARM President Scott Becker concluded, with the ARM Board, that ARM should consider developing its own appropri-



Eastern Mass. snow sweeper P-601 demonstrates with its whirling brooms some of what would be needed if Seashore were to operate in the winter months. DC

ate accreditation program, if the shortcomings of AAM's were not addressed. He carried this argument to the AAM annual meeting in Philadelphia in May and met with support from other museum groups affiliated with AAM and even from some AAM Board members.

The result is that as this article is being written, a meeting is being planned at the AAM office in Washington with important representation from railway museums to discuss appropriate standards for railway museum accreditation with AAM. AAM's response will determine whether continued involvement in AAM's accreditation is appropriate.

Seashore's conclusion is that as of now, it is not.

But despite our dissatisfaction with AAM, we remain very strong supporters of high standards in safety, conservation care, exhibition, education—and essentially all aspects of museum operations. Those of us who have devoted many years of our lives and much of our personal funds to building these museums want to know that our efforts will lead to institutions which survive indefinitely. Only with an institu-

tional culture that recognizes and adheres to high principles and practices can we be sure that a secure future exists, and that errors of less responsible organizations will not ruin the reputation of all such museums.

Our preference would be for the AAM to respond in a manner which makes aspiration to a meaningful set of accreditation standards a realistic goal for our type of Museum. Time will tell if this comes to pass. If not, our community must act to find an alternative and to promote its adoption throughout our movement.

As this report goes to press, the evidence is that AAM's senior management has accepted Seashore and ARM's joint message, and has publicly committed to assist as ARM develops and documents "Recommended Practices for Railway Museums," which will be used in the accreditation preparation and review process. Seashore will play a major role in developing this document. Thus the unjustified removal of Seashore's accreditation may indirectly help with the evolution of the railway museum field as a whole. Whether AAM chooses to right the specific injustice in Seashore's case remains to be seen.



**Above:** In another example of helping a fellow non-profit, Seashore hosted, and shared historical data with, Mr. and Mrs. Michael Mizell-Nelson of the New Orleans Streetcar Museum Project, a group chronicling the history of that city's streetcars. **FM**  
**Below:** Seashore also hosted another group preserving history on July's Maine Power Equipment Day. Featured were many different types of motor from the same era as the Museum's trolleys. Shown is a 1905 Bessemer flywheel-equipped engine. DC

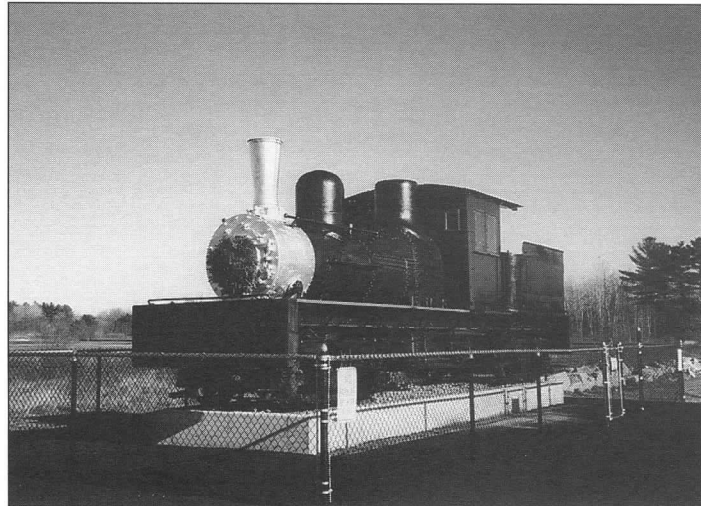


## North Terminal Report

Seashore's North Terminal at Biddeford Station made major progress during 1994. In 1982, Biddeford Station was incorporated as a separate, for-profit corporation chartered to develop and operate Seashore's future North Terminal at the Biddeford end of the Museum's four-mile right-of-way, and to house a restaurant, gift shop, and small theater. This development would complement Seashore's, yet allow progress at the Biddeford site with no expense to the Museum. Significant blocks of Biddeford Station stock have been donated to Seashore over the years by the company's founders.

In 1994, building development, track construction, and rolling stock acquisitions represented much of the progress. In the building, the Station's main dining room was finished with peeled white pine post-and-beam interior construction, which represents the Western hunting lodge theme that will be employed throughout. Visitors who enter the room usually respond very favorably when they initially see the decoration. The older section of the building's north wall was framed and wallboard applied, and a new pedestrian door was cut through to meet the ramp system to the train platform. A glassed diorama of Great Northern mountain railroading was added to the north wall. Work also began on framing for the west wall, which will accommodate some of the museum exhibits.

Track construction on the two-foot gauge line also continued apace. The roadbed is



An attention-getter at the Route 1 entrance to Biddeford Station is this Great Northern Shay steam locomotive. The raised, concrete-lined pedestal on which it sits was constructed during the year, then the engine was lifted by crane into position, and finally surrounded by the attractive chain-link fence. It's presence makes the Station much more visible to the motorist passing on the busy north-south thoroughfare. RD

essentially complete on the right of way, making for a scenic one kilometer walk around the property beyond railhead. The main line from the station platform is now beyond the 1200-foot mark, and a videotaped milepost celebration was held in late summer to commemorate construction progress. With luck, this will be doubled in time for the late August, 1995 visit of the Two-Foot Gauge Owners Association (TFGOA) convention which will visit Seashore, Biddeford Station, Maine Narrow Gauge, Boothbay, Wiscasset, Maine Coast and other rail locations in Maine.

Biddeford Station's rolling stock was doubled, with the August arrival of a pair of two-foot gauge open cars acquired from an amusement park in Wisconsin. These cars needed work on their

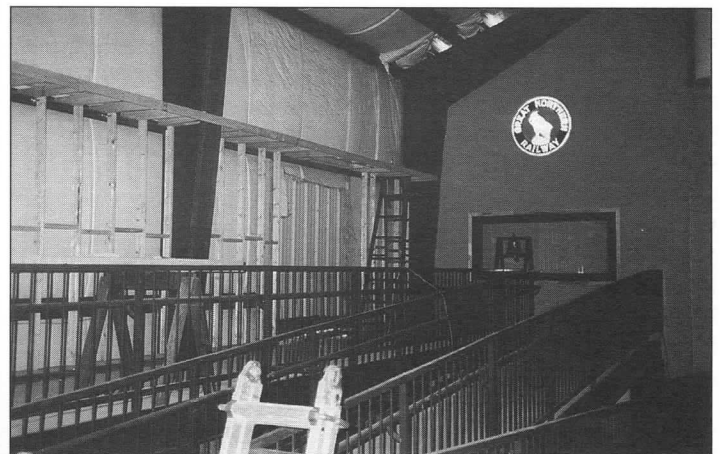
**Right above:** This system of ramps will provide an accessible route to the train platform the wall to the left.

**Right below:** Two of the open-sided passenger cars obtained by Biddeford Station for use on the two-foot gauge line are shown undergoing renovation inside the station building. RD

trucks to equip them with AAR profile wheels, and considerable cosmetic work on the bodies. This work will

be accomplished in the first half of 1995. Assistance will be provided by the Seashore shop, and by the York County Model Railroad Club.

The Model Railroad Club, whose layout is housed in Biddeford Station, is adding to their rolling stock and operating layout. A permanent section of the layout is being constructed in their Biddeford Station quarters so that they will always have something to show the visiting public, which can view the area through a window inside the station, or by seeing the operating layout when members are present. The club has benefited by equipment donations from Seashore members, some of whom have joined the club, which meets Tuesday nights.



## Exhibit Acquisitions

Seashore's acquisition program for 1994 was rather modest compared to the extensive quests of several recent years. Accessions to the collection comprised three rapid transit cars and an interurban bus, though other items and vehicles were acquired for parts, or eventual resale.

Seashore's rapid transit collection has long represented the heavy rail elevated/subway operations of Boston, New York and Philadelphia; of the traditional U.S. systems, only Chicago was missing. The portrayal was completed in February with the arrival of Chicago 6599 and 6600, a set of the famous recycled cars rebuilt in 1957 from the last "Green Hornet" PCC streetcars.

In the early 1950s, the Chicago Transit Authority undertook to terminate all streetcar service in the city, even though a nearly new fleet of some 600 of the 1947-48 Green Hornets that had been ordered by the privately-owned Chicago Surface Lines just prior to its takeover still had many years of



A train of Chicago 6000-series cars, similar to Seashore's Nos. 6599 and 6600, are shown on the famed elevated "Loop," from which the city's downtown district draws its name. The cars were built in the mid-1950's using parts from PCC streetcars. WP

remaining service life expectancy. In a novel solution to potential embarrassment, the streetcars were gradually sent back to the builder, St. Louis Car Company between 1953 and 1959, for rebuilding as rapid transit cars that would replace the last wooden elevated cars. New body shells were constructed, though nearly all the components, including windows, lights, seats, etc., were reused.

These cars, which came to be called "Spam Cans" because of a rather boxy metal construction, would serve

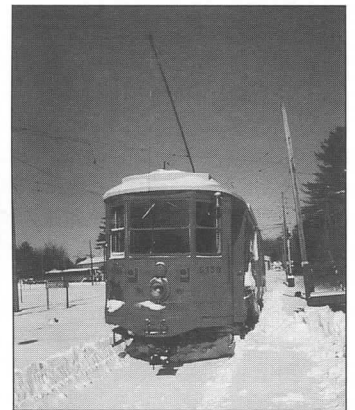
the CTA well for four decades more. With the help of our colleagues at the Illinois Railway Museum, Seashore acquired a pair of them, after the last of the class was retired late in 1993. Nos. 6599 and 6600, from a lot of 50 cars reworked in early 1957, came right out of service, but had recently been shopped, so are in excellent condition. Seashore thus became the only place in the world where cars from all four of America's traditional rapid transit systems are on display and operational.

A longtime collection

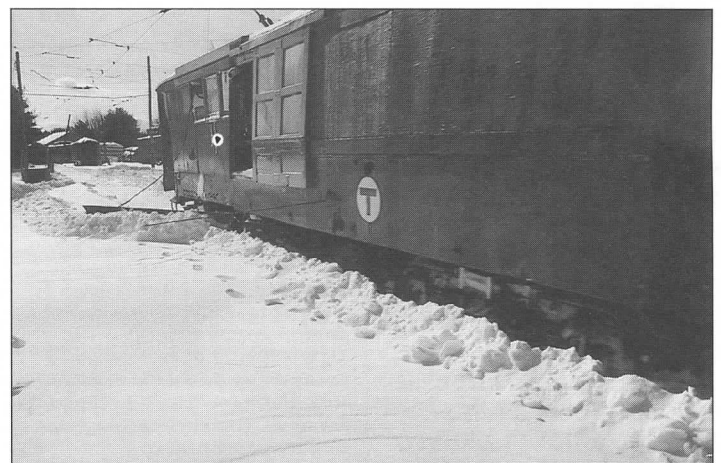
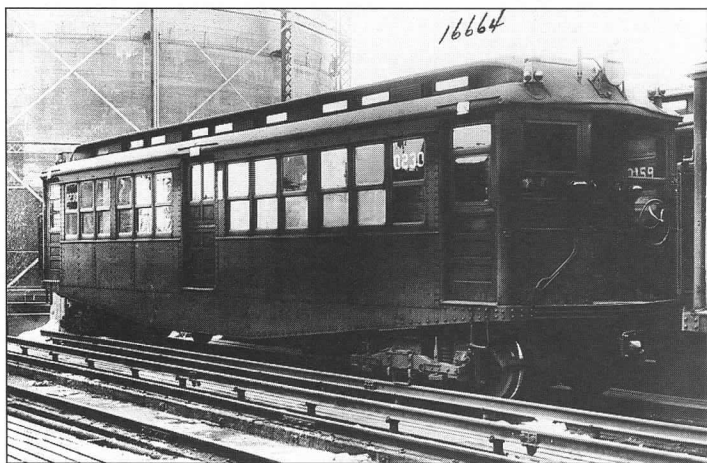
Boston converted Type 3 snow plow 5159 had a chance to demonstrate its skills in its first winter in Maine. DC

goal at Seashore was to obtain No. 0210, the oldest surviving heavy high platform car of the Boston Elevated Railway. Although Boston's Tremont Street Subway, which was and still is operated with surface streetcars, was the nation's first (1897), the city's elevated was not opened until 1901. The first two elevated car classes were the traditional wooden variety with open platforms; but unfortunately none survive. The third series had closed platforms and steel bodies (but wood roofs) construction similar to the Museum's New York 3352.

No. 0210 is a Type 3, built in 1906 by the Pressed Steel Car Company of Pittsburgh. It was converted to a wreck-crusher car in 1939. The rest of the class, which served regularly until about the



A much earlier generation of elevated car than the Chicago 6000's is represented by this 1906 Pressed Steel product from Boston. Seashore obtained sister car 0210 in 1994, the most historic rapid transit car remaining on Boston's transit system. DR



same time, when the Atlantic Avenue Elevated line was closed, were scrapped. Car 0210 came to the Museum from the MBTA in September, after several projects by the MBTA to keep the car for preservation and special runs in Boston were determined to be unfeasible. No. 0210 can run in train with Nos. 0997 and 01000, the Museum's later model all-steel cars from the Everett-Forest Hills Line.

Seashore's 1994 bus acquisition was No. A-60, a 1934 Model 23S Twin Coach, operated until 1959 by Red Star Way Lines of St. Clairsville, Ohio. This company was the successor to Lake Shore Coach Lines, the bus operation of the Lake Shore Electric Railway. Following its retirement, Coach A-60 was donated to the National Capital Trolley Museum in Maryland, but, after use for some early fantrips, the bus was determined to be outside the scope of that museum's collection and was stored on a member's property.

Land use changes led to a removal order in October, 1994, and No. A-60 would have been scrapped but for the intervention of bus collector Ralph Cantos of Los Angeles, who apprised Seashore's conservators of the situation. Fortunately, Seashore's response was swift enough that the vehicle was able to be saved and brought to Maine in November. The bus is complete, having been parked operational some three decades ago, but there has understandably been some erosion from the weather and minor vandalism. This coach is an excellent representation of the small lightweight parlor type

buses used by the interurban railways that converted low patronage rail lines to road services.

Several other items came this year as preservation options or parts cars, and were not accessioned. The closure of the Watertown carhouse of the MBTA led to transfer to Seashore of PCC 3037 and Type 3 Snowplow 5159, as well as the return of Boston Elevated surface car 475, which had been kept in Watertown while area Seashore members worked on its restoration.

Car 3037 had been preserved by an MBTA employee with the thought that it might one day run on a restored Watertown streetcar service. Unfortunately, the final decision of the MBTA to scrap the Watertown line after years of temporary discontinuance ended that plan.

Plow 5159 is in excellent mechanical condition, though its roof was cut down for subway clearances. No. 5159 may be kept in plow configuration so that No. 5154, acquired by Seashore in 1974, and with its roof intact, can be restored as a passenger car.

Restoration of No. 475 is expected to proceed to completion in Maine with progress depending on the availability of volunteer labor and funding.

Sadly, there was a loss to the collection when New York City's Interborough Car 890, stored in California awaiting transport for acces-

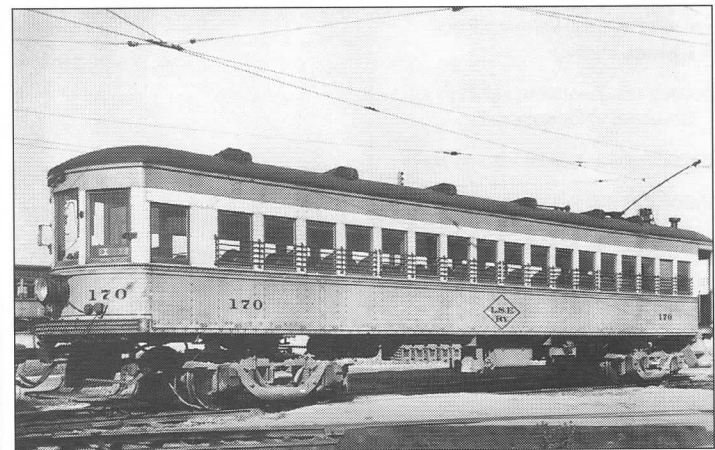
A valuable component acquisition in 1994 was a pair of Japanese trucks (above right), copies of the Baldwin design used by Lake Shore Electric interurban 171 (sister to No. 170 shown here). These trucks, acquired in excellent condition with motors, advance long-term plans to restore 171 in memory of Seashore Founder Ted Santarelli. FM/SL



Added to Seashore's rubber-tired fleet in 1994 was this interesting 1934 streamlined interurban bus. The Model 23S Twin Coach once served in St. Clairsville, Ohio. RK

sion to the rapid transit fleet as Seashore's only wood elevated car, was destroyed by fire on May 21. The 1887 Gilbert and Bush car ran on New York's Second Avenue Line, and was sent to California's Key System to transport shipyard workers in World War II. The car was in a secured and fenced area that was clear of flammable material and there was no electricity nearby. A number of fires

had been set by unknown vandals in unoccupied structures in the region, and this one may have been started by someone throwing lighted material over the fence. A privately owned Toronto PCC car stored nearby was only slightly singed. Other Second Avenue/Shipyard cars are known to survive, though there is no program to obtain another for Seashore at this time.



## The Seashore Trolley Museum

The New England Electric Railway Historical Society is a nonprofit 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, interpreted, restored, and operated for the public.

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#### Address

New England Electric Railway  
Historical Society  
Seashore Trolley Museum  
195 Log Cabin Road  
Kennebunkport, Maine 04046

#### Mailing Address

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

#### Telephone

Office: 207/967-2712  
Recorded information/FAX:  
207/967-2800

### Corporate Affiliations

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The cost of operating the Museum year round continues to grow, despite constant efforts at cost control. Even with an increase in visitors during 1994, extra sources of income were needed to help cover expenses. Consequently, Seashore's Board of Trustees again asked the help of Museum membership, and Seashore's supporters reacted generously. By the end of December, 1994, when the campaign was closed, a total of nearly \$17,000 was donated by 401 members, friends, private companies, and other organizations. This was a record number of donors giving to the General Fund Campaign.

These donations helped the Museum record a modest surplus, an important recovery after 1993's deficit. The Board of Trustees of the Seashore Trolley Museum gratefully acknowledges the contributions of the following members and friends:

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 Eliot M. Kaplan, *Brookline, MA*  
 Walter G. Karppe, *East Norwich, NY*  
 John E. Kearns, *Lowell, MA*  
 John F. Keavy, Jr., *Westport, MA*  
 Gladys B. Kehoe, *Billerica, MA*  
 Laurence F. Kehoe, *Kennebunkport, ME*  
 Paul E. Kehoe, *Billerica, MA*  
 James T. Kelleher, *Kennebunkport, ME*  
 Harold B. Kelley, *Nashua, NH*  
 James A. Kelly, Jr., *Boston, MA*  
 Robert E. Kelly, *Dover, NH*

Leroy O. King, Jr., *Dallas, TX*  
 Dr. Carl J. Kinnell, *Blue Island, IL*  
 Charles W. Kinzer, *Annapolis, MD*  
 John F. Kirkland, *Menlo Park, CA*  
 David E. Klein, *Cape Canaveral, FL*  
 Lloyd E. Klos, *Rochester, NY*  
 Fred Klyver, *Walnut Creek, CA*  
 Paul Kochs, *Kennebunkport, ME*  
 Dr. Peter M. Kogge, *Notre Dame, IN*  
 Robert W. Kohanski, *Dracut, MA*  
 David C. Kopycinski, *Moriches, NY*  
 David C. Kornechuk, *Rye, NH*  
 C. Richard Kotulak, *Alexandria, VA*  
 Lillian B. Krov, *Clark, NJ*  
 Michael J. Kulczak, *Rockville, MD*  
 John Kyper, *Boston, MA*  
 John D. LaCosta, *Baltimore, MD*  
 Albion R. Lane Sr., *Peterborough, NH*  
 Richard T. Lane, Jr., *Kennebunk, ME*  
 Thomas Langan, *Toronto, Ont., Canada*  
 Schuyler G. Larrabee, *Newton, MA*  
 William H. Legenhausen, *South Hempstead, NY*  
 David T. Lehman, *Allentown, PA*  
 Michael C. Lennon, *Manchester, NH*  
 Donovan J. Lewis, *Providence, RI*  
 Mark A. Lillis, *Arlington, VA*  
 Paul A. Lutz, *Tiffin, OH*  
 Patricia M. Lutz, *Tiffin, OH*  
 Dennis Lyons, *Oxford, MA*  
 David C. MacDonald, *West Weymouth, MA*  
 Robert A. MacFadgen, *Melrose, MA*  
 Kenneth L. Mac Laughlin, *Concord, NH*  
 John A. Mahoney, *Renton, WA*  
 Mrs. Belva Maier, *Mount Dora, FL*  
 Conrad A. Maigret, *Plainsville, MA*  
 William L. Maine, *Everett, MA*  
 Irene F. Malachowski, *Chelsea, MA*  
 Frederick J. Maloney, *Brighton, MA*  
 Charles E. Mann, Jr., *Rensselaer, NY*  
 Edward A. Manoogian, *Everett, MA*  
 Lewis M. Marcy, *Kennebunk, ME*  
 James A. Marino, *East Boston, MA*  
 William M. Marnik, *Lybb, MA*  
 Bernard Martin, *Repentigny, Canada, PQ*  
 Sidney F. Mason, *Springvale, ME*  
 Anthony Masulaitis, *Rutherford, NJ*  
 John P. Mazzei, *Falmouth, ME*  
 Thomas McBride, *West Orange, NJ*  
 Dermott R. Mcsorley, *Wollaston, MA*

Everett Mead, *Concord, NH*  
 Robert C. Melcher, *Westbrook, ME*  
 Geneveive Meloling, *Syracuse, NY*  
 Ara Mesobian, *Chevy Chase, MD*  
 Edward C. Miller, Jr., *Barnegat, NJ*  
 Jeffrey S. Miller, *Union City, NJ*  
 Dwight B. Minnich, *Perris, CA*  
 Conrad Misek, *Ridgewood, NY*  
 Charles Misek, *Ridgewood, NY*  
 Modeler's Junction, *Methuen, MA*  
 Donald F. Morrison, *Wallingford, PA*  
 Channing H. Morse, Jr., *Wareham, MA*  
 Henry I. Morton, *Duxbury, MA*  
 Dr. Keith C. Morton, *Raymond, ME*  
 Jason Mulvihill, *Farmington, CT*  
 Walter F. Nuss, *Newfield, NJ*  
 Johnnie J. Myers, *Irving, TX*  
 Ronald E. Newton, *West Coxsackie, NY*  
 David A. Norman, *Minneapolis, MN*  
 Norton Company Foundation, *Worcester, MA*  
 Winford T. Nowell, *Groveland, MA*  
 Wendell R. Nygren, *Leicester, MA*  
 William A. O'Brien, *Saugus, MA*  
 Stanley J. Orłowski, *Saugus, MA*  
 Edwin A. Page, *Norwood, MA*  
 Everett H. Palmer, *Norwalk, CT*  
 E. Macdougall Palmer, *Missoula, MT*  
 Foster M. Palmer, *Watertown, MA*  
 Stuart M. Palmer, *Columbus, NJ*  
 Theodore W. Palmer, *Eugene, OR*  
 Eleanor Parker, *San Francisco, CA*  
 Alan B. Parks, *Bangor, ME*  
 Robert W. Pearson, Jr., *Chelmsford, MA*  
 Winfield D. Peck, *Greenfield, MA*  
 Micheal J. Perisie, *Chelsea, MA*  
 Otto Petsch, *Storm Lake, IA*  
 Lucien B. Phinney, *Tucson, AZ*  
 Charles R. Pidacks, *Marlboro, MA*  
 Donald W. Pierce, *Jericho Center, VT*  
 Ellsworth W. Piper, *Leominster, MA*  
 Power Technologies, *Schenectady, NY*  
 Newton K. Pratt, *Honolulu, HI*  
 John F. Prior, *Arlington, MA*  
 Jason Pujo, *Boston, MA*  
 Robert C. Purvis, *Bristol, CT*  
 James F. Reardon, *Tewksbury, MA*  
 Elmo S. Rebsamen, *Winthrop, MA*  
 Frank Redington, *Lanesboro, PA*  
 Robert J. Reich, *Methuen, MA*

Thomas E. Remsen, *Hudson Falls, NY*  
 Burt Rendall, *Scarborough, ME*  
 Joel J. Reznick, *Chicago, IL*  
 Edward P. Richardson, Jr., *Brookline, MA*  
 Hubbard Richardson, *Springfield, VT*  
 William S. Reid, *York Harbor, ME*  
 H. Taylor Riegel, *Newfield, ME*  
 Charles C. Robinson, *Fairport, NY*  
 Peter S. Robinson, *Old Orchard Beach, ME*  
 Robert J. Robishaw, Jr., *South Portland, ME*  
 E. J. Rolling, *Portland, ME*  
 Edward Rose, *Woburn, MA*  
 Ronny Rosenberg, *Harrison, NY*  
 Edward Rowse, *Bradford, VT*  
 Joe Ruf, *Atlanta, GA*  
 Richard A. Russell, *Wellesley, MA*  
 George M. Sanborn, *Boston, MA*  
 John D. Sanders, *Springfield, MO*  
 Fred Sanner, *Norfolk, VA*  
 Stephen Santarelli, *South Hamilton, MA*  
 Robert W. Saunders, *Bethel, ME*  
 Mark J. Scannell, *Nashua, NH*  
 James D. Schantz, *Boston, MA*  
 Lawrence D. Scheu, *Newport, VT*  
 Ludwig Schmidt, *New York, NY*  
 Paul John Schneble, *Wauwatosa, WI*  
 Clifford R. Scholes, *Cincinnati, OH*  
 Brooke Schumm III, *Baltimore, MD*  
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 Claude R. Schwesig, *Charlotte, VT*  
 John Wesley Seay, *Cincinnati, OH*  
 George A. Sefranek, *Bethlehem, PA*  
 Henry C. Servinskas, *Nashua, NH*  
 Burton B. Shaw, *Worcester, MA*  
 Ellen W. Shaw, *Worcester, MA*  
 Joseph T. Shea, *Albany, NY*  
 Carl A. Sherblum, Jr., *Coventry, RI*  
 James R. Shuster, *Worcester, MA*  
 Elwin A. Silloway, *Franklin, MA*  
 Michael W. Simonds, *Kennebunk, ME*  
 Jeffrey N. Sisson, *West Roxbury, MA*  
 Albert T. Smith, *Portsmouth, NH*  
 Donald R. Smith, Jr., *Schenectady, NY*  
 Joshua L. Smith, *New York, NY*  
 Russell C. Smith, *Leominster, MA*  
 Alton G. Snowdon, *Hingham, MA*  
 Robert Sokol, *Sun City, CA*

## Financial Report

Roger E. Somers, *Hudson, NH*  
 H. Stephen Spacil, *Christiansted, VI*  
 John T. Spellman, *New York, NY*  
 Clinton H. Springer, *New Castle, NH*  
 Francesca J. Spinger, *New Castle, NH*  
 C. William Stamm, *Stonington, CT*  
 David C. Starkweather, *Biddeford, ME*  
 Dr. Jane Starr, *Burlington, CT*  
 Julia Mary Starr, *Burlington, CT*  
 Nathan Starr, *Burlington, CT*  
 Robert M. Starr, *Newport Beach, CA*  
 William Starr, *Burlington, CT*  
 Howard C. Steele, Jr., *Wilmington, DE*  
 Harold M. Sterling, *Portland, ME*  
 John M. Stevenson, Jr., *Fort Worth, TX*  
 Edmund L. Stoddard, *Tewksbury, MA*  
 Ronald Stonebraker, *Warsaw, OH*  
 Carl R. Strathmeyer, *Reading, MA*  
 Allan W. Styffe, *Glendale, CA*  
 Joseph P. Sullivan, *Chicago, IL*  
 Thomas F. Sullivan, *Boston, MA*  
 Henry Szabelski, *South Otsalic, NY*  
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 Roger D. Traubert, *East Falmouth, MA*  
 George A. Uhlam, *Slatington, PA*  
 Larry Ulrich, *Cincinnati, OH*  
 LTC James A. Vaitkunas, *West Des Moines, IA*  
 W. Allan Vaughn, *Oak Park, IL*  
 Robert Vibbert, Jr., *Rahway, NJ*  
 David L. Waddington, *Orleans, MA*  
 Sean Walsh, *Medford, MA*  
 Kenneth I. Walton III, *Laconia, NH*  
 Judith M. Warner, *Kennebunkport, ME*  
 Henry S. Wells, Jr., *Baltimore, MD*  
 William O. Wheatley, *New York, NY*  
 Grant D. Whipple, *Charleston, SC*  
 Jeanne B. White, *Trenton, NJ*  
 Richard R. White, *Trenton, NJ*  
 F. E. Whitmarsh, *Kezar Falls, ME*

Edwin F. Whitney, *Brunswick, ME*  
 Mel Williams, *Boston, MA*  
 Andrew W. Wilson, Jr., *Fremont, CA*  
 Peter G. Wilson, *Newton Centre, MA*  
 M. Dwight Winkley, *Danvers, MA*  
 Charles Woolnough, *Barefoot Bay, FL*  
 Howard S. Young, *Vallejo, CA*  
 Robert N. Young, *Williamsburg, VA*  
 Benedict Yuscavitch, *Carver, MA*  
 Christopher E. Zearfoss, *Philadelphia, PA*

The audited financial statements for fiscal year 1994, as produced by the Society's independent auditors, are presented on pages 36 through 40. The Society's financial statements are audited by the firm of Baker Newman & Noyes of Portland, Maine, the successor firm to the Portland office of Ernst and Young and, prior to that, Arthur Young. The audit continues under the auspices of the same partner who handled the audit when the office was part of Arthur Young.

During 1994, total support and revenues increased from their 1993 levels, by approximately 22.5 percent, as illustrated in the line graph of Figure 1. Cash support and revenues totaled \$660,526 in 1994 versus \$524,264 in 1993, a 26 percent increase. The distribution of the cash portion of these support and revenues is given in the pie chart of Figure 2.

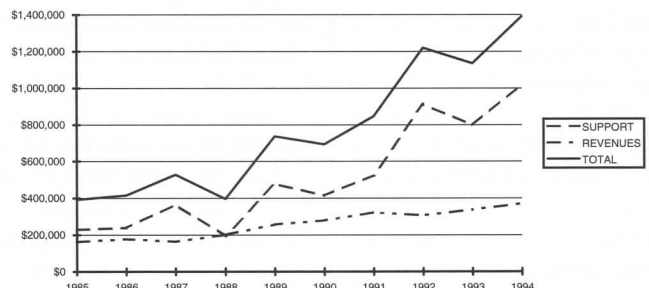
During the year, two grants were received from the Casey Albert T. O'Neil Foundation. One was a \$4,000 unrestricted grant and was used for track maintenance. A second grant of \$15,000, in the form of a challenge grant, was received for Twin Cities car 1267. Contributions from the membership successfully matched this grant. Cash contributions in 1994 were \$269,817, a remarkable 118.4 percent increase over 1993. This is undoubtedly the highest level of cash contributions and bequests ever received by the Society in a single year.

For the fourth year in a row contributed services exhibited a dramatic increase of 24.8 percent over 1993. This increase is due to enhanced reporting methods as well as further increases in the number of members contributing and recording their volunteer time. Unfortunately contributions-in-kind declined during 1994, by 27.7 percent from 1993.

Museum attendance increased significantly during 1994, reversing a two year decline. In 1994, 39,159 members of the general public visited the museum in 1994, compared with 31,919 in 1993, a 22.7 percent increase.

As a result of the increase, income from the public in the form of admission revenues and revenues from auxiliary operations also rose. Admission revenues were \$149,089 in 1994, a 17.7 percent over the \$126,628 received in 1993, and 10.2 percent higher than the 1992 level of \$135,337. Auxiliary sales revenues, comprising Museum Store, mail order and food sales increased by 10.6 percent from 1993 and 24.7 percent from 1992. Auxiliary services expenses during 1994 were \$133,097 resulting in a net gain on sales of \$11,206, or 7.8 percent of total sales.

FIGURE 1  
SUPPORT AND REVENUES FROM 1985 TO 1994



The following breakdown of museum attendance and admissions revenues by basic categories, and the comparisons with 1993 are of special interest.

Category	1993		1994		Change	
	Visitors	Revenue	Visitors	Revenue	Visitors	Revenue
Regular	23,265	\$89,782	28,785	\$111,700	23.73%	24.41%
Special Event	2,838	12,404	4,422	13,680	55.81%	10.29%
Group	5,816	24,351	5,952	23,709	2.34%	-2.64%
Total	31,919	126,537	39,159	149,089	22.68%	17.82%
Adults	24,113		28,820		19.52%	
Child	7,806		10,339		32.45%	

Regular gate admissions and special events admissions revenues both increased by approximately 24 percent. Group admissions declined by almost 3 percent while group attendance increased by 2 percent. This was due to additional complimentary groups and group discounts. Special events admissions, such as the Ghost Trolley, Circus, and Antiques Festival, among others, grew from 1993 levels.

The average income per visitor dropped slightly in 1994, from \$7.96 to \$7.27. The full breakdown of the average public income for 1993 and 1994 is given below:

Category	1993	1994
Admission revenues	\$3.97	\$3.81
Museum Store on-premise sales	3.40	2.92
Other (food sales and farebox donations)	0.59	0.54
Total average public income	\$7.96	\$7.27

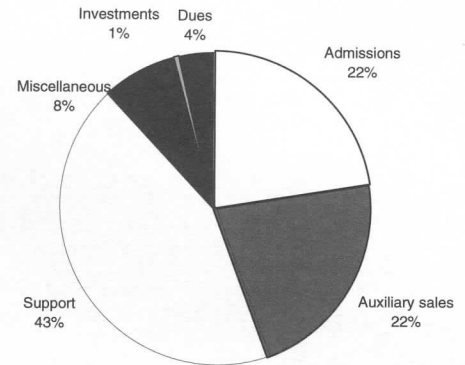
The largest drop in average public income was in Museum Store sales. The average purchase dropped by 48 cents from 1993. There were, however, some price reductions made in 1994 to move stock long in inventory. Also, soft drink sales from the vending machines, which are reported in Store revenues, dropped in 1994, accounting for 9 cents of the difference. Soda sales were \$4,660 in 1994 versus \$8,190 in 1993. It appears that visitors purchased more of their soft drinks from the food service and less from the vending machines.

Average public income from admission revenues also dropped, by 16 cents, or 4 percent, from 1993 levels. Although additional members of the public visited the museum in 1994, the drop in average admissions is attributed to a larger ratio of children to adults, increased complimentary admissions, and reductions in group tour rates.

As shown in the pie chart of Figure 2, admissions and auxiliary operations revenues together contributed 44 percent of the Society's cash income. Cash contributions and grants also represent 44 percent of cash income and dues and other income about 12 percent. Comparative ratios in 1993 are 49, 36, and 15 percent respectively.

Total operating, or functional, expenses for 1994 rose by 16.4 percent over 1993, from \$1,111,603 to \$1,294,017. These functional expenses are detailed in Schedule 1 of the audited financial statements, and comprise expenses in the Unrestricted, Restricted and Plant Funds. However, when considering only cash functional expenses, the difference is insignificant.

FIGURE 2  
CASH SUPPORT AND REVENUES IN 1994



When contributed services, contributions in kind and depreciation expenses are subtracted out, the remaining cash expenses total \$549,212 and \$549,510 for 1994 and 1993 respectively.

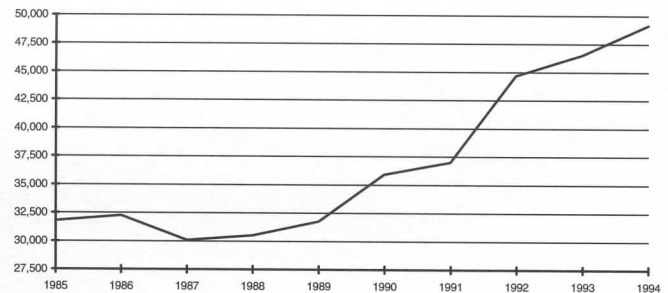
Non-operating, or capital, cash expenses were \$89,260 and \$52,721 in 1994 and 1993 respectively. These represent additions to fixed assets in the Plant Fund and are summarized below:

Fixed Asset Additions	Total Cash Expenses
Land Improvements	\$827
Workshop renovations	3,347
South Boston Carhouse renovations	12,469
Equipment	7,840
Bennett Street Carhouse site plan	2,782
Talbott Park loop construction	2,910
Arundel House restoration	59,085
Total Increase in Fixed Assets	\$89,260

In addition, \$7,068 was expended in 1994 (\$7,015 in 1993) for principal payments on loans extended several years ago by the membership to finance the purchase of the Butler and Smith land. Interest payments on these loans are included in functional expenses.

During 1994, the Society continued the implementation

FIGURE 3  
ANNUAL MUSEUM VISITORS FROM 1985 TO 1994  
(including member visits starting in 1992)



# Balance Sheet

at December 31, 1994

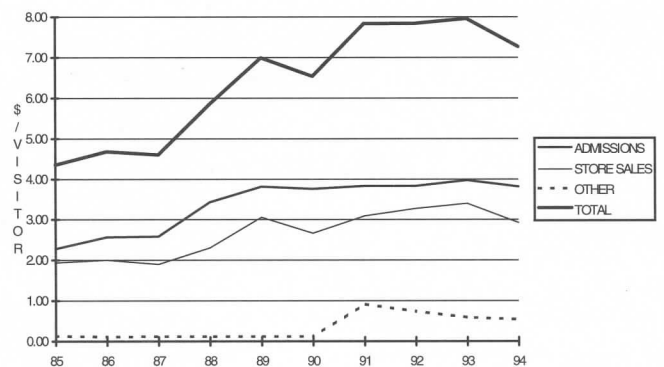
	Unrestricted	Restricted	Plant	Total	Total
<b>Current Assets</b>					
<b>Cash</b>	\$ 68,668	\$ 66,854	-	\$ 135,522	\$ 26,140
Short-Term Investments (Note 2)	4,150	91,886	-	96,036	141,886
Accounts Receivable	17,483	987	-	18,470	4,393
Grant Receivable	-	-	-	-	30,000
Interfund Account	-	65,265	-	65,265	54,811
Inventories	77,107	-	-	77,107	85,868
Prepaid Expenses	8,979	-	-	8,979	9,072
<b>Total Current Assets</b>	<b>176,387</b>	<b>224,992</b>	<b>-</b>	<b>401,379</b>	<b>352,170</b>
Other Investment (Note 2)	-	-	119,944	119,944	110,740
Fixed Assets - Net (Note 3)	-	-	1,143,840	1,143,840	1,086,530
<b>Total Assets</b>	<b>\$ 176,387</b>	<b>\$ 224,992</b>	<b>\$ 1,263,784</b>	<b>\$ 1,665,163</b>	<b>\$ 1,549,440</b>
<b>Liabilities and Fund Balances</b>					
<b>Current Liabilities</b>					
Current Portion of Long-Term Debt	-	-	\$ 7,362	\$ 7,362	\$ 7,520
Accounts Payable & Accrued Expenses	52,931	16,259	-	69,190	45,897
Interfund Account	65,265	-	-	65,265	54,811
Deferred Income	17,639	-	-	17,639	17,164
<b>Total Current Liabilities</b>	<b>135,835</b>	<b>16,259</b>	<b>7,362</b>	<b>159,456</b>	<b>125,392</b>
Long-Term Debt (Note 4)	-	-	85,799	85,799	101,951
<b>Total Liabilities</b>	<b>\$ 135,835</b>	<b>\$ 16,259</b>	<b>\$ 93,161</b>	<b>\$ 245,255</b>	<b>\$ 227,343</b>
<b>Fund Balances</b>					
Plant Fund	-	-	1,170,623	1,170,623	1,087,799
Restricted (Note 6)	-	208,733	-	208,733	195,786
Unrestricted					
Designated by the Trustees (Note 5)	37,647	-	-	37,647	31,750
Undesignated, avail. for General Activities	2,905	-	-	2,905	6,762
<b>Total Fund Balances</b>	<b>40,552</b>	<b>208,733</b>	<b>1,170,623</b>	<b>1,419,908</b>	<b>1,322,097</b>
<b>Total Liabilities &amp; Fund Balances</b>	<b>\$ 176,387</b>	<b>\$ 224,992</b>	<b>\$ 1,263,784</b>	<b>\$ 1,665,163</b>	<b>\$ 1,549,440</b>

See accompanying notes to financial statements

of a fully integrated computerized fund accounting and payroll system. The Society has an unusually large number of donor restricted funds which require individual reporting and tracking. Currently there are over 180 of these funds. The purchase order and the accounts receivable modules which had been purchased previously were placed into use, thus making it possible to obtain up-to-date information. In 1995, a budgeting module will be purchased to allow for enhanced budget reporting, and assisting the budget preparation process. A budget coding structure has been developed to expedite the budget reporting process. A budget code is assigned to each budget line item so that the activity against that line item can be accurately tracked, regardless of which General Ledger account codes are used.

In 1992, the Society began a more accurate count of member visits, which are now added to the paying public visitors.

FIGURE 4  
AVERAGE INCOME PER VISITOR FROM 1985 TO 1994



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

at December 31, 1994	1994				1993
	Unrestricted	Restricted	Fund	Total	Total
<b>Support and revenue</b>					
Contributions and bequests (note 1)	\$ 96,979	\$ 172,837	-	\$ 269,816	\$ 123,535
Contributions-in-kind (note 1)	18,743	6,539	18,447	43,729	60,446
Contributed services (note 1)	683,051	-	4,520	687,571	551,059
Membership dues	23,544	-	-	23,544	27,347
Admissions	149,089	-	-	149,089	126,628
Investment income	4,153	78	-	4,231	4,525
Miscellaneous	7,494	43,047	-	50,541	48,258
Revenue from auxiliary operation	144,303	-	-	144,303	130,486
Grants (note 7)	4,000	15,000	-	19,000	63,485
<b>Total support and revenue</b>	<b>\$ 1,131,356</b>	<b>\$ 237,501</b>	<b>\$ 22,967</b>	<b>\$ 1,391,824</b>	<b>\$ 1,135,769</b>
<b>Expenses (note 1):</b>					
Program expenses					
Curatorial and exhibits	627,210	135,397	20,722	783,329	654,944
Support expenses					
Membership	27,856	96	291	28,243	25,415
General and administrative	304,572	2,602	7,985	315,159	257,504
Fund raising	30,037	4,148	-	34,185	18,603
<b>Total support expenses</b>	<b>362,465</b>	<b>6,846</b>	<b>8,276</b>	<b>377,587</b>	<b>301,522</b>
Auxiliary operation	125,624	-	7,473	133,097	155,137
<b>Total expenses</b>	<b>\$ 1,115,299</b>	<b>\$ 142,243</b>	<b>\$ 36,471</b>	<b>\$ 1,294,013</b>	<b>\$ 1,111,603</b>
<b>Excess (deficiency) of support and revenue over expenses</b>	<b>\$ 16,057</b>	<b>\$ 95,258</b>	<b>\$ (13,504)</b>	<b>\$ 97,811</b>	<b>\$ 24,166</b>
<b>Fund Balances - Beginning of Year</b>	<b>\$ 38,512</b>	<b>\$ 195,786</b>	<b>\$ 1,087,799</b>	<b>\$ 1,322,097</b>	<b>\$ 1,297,931</b>
Expenditures for					
Property and Equipment	(11,277)	(77,983)	89,260	-	-
Debt Retirement	(7,068)	-	7,068	-	-
Transfers	4,328	(4,328)	-	-	-
<b>Fund Balance - End of Year</b>	<b>\$ 40,552</b>	<b>\$ 208,733</b>	<b>\$ 1,170,623</b>	<b>\$ 1,419,908</b>	<b>\$ 1,322,097</b>

See accompanying notes to financial statements

The line graph shown in Figure 3 portrays annual museum visitation, over the past ten years. Member visits are included from 1992 on.

As shown in the Statement of Support, Revenue and Expenses and Changes in Fund Balance for the Unrestricted Fund, total 1994 support and revenue was \$1,131,357 and total expenses were \$1,115,300, generating an excess of income over expenses of \$16,057. Expenditures of \$11,278 in capital expenses and \$7,068 of debt retirement paid by the Unrestricted Fund, and a net of \$4,328 in transfers of contributions on prior year deficits from the Restricted Fund and current year deficits, resulted an excess of income over expenses and transfers of \$2,040.

## Notes to Financial Statements

December 31, 1994

### 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

# Schedule 1: Schedule of Functional Expenses

For the years ended December 31	1994							1993
	Program Curatorial & Exhibits	Member- ship	Supporting Expenses			Auxiliary Operation	Total Expenses	Total Expenses
			G&A	Fund Raising	Total			
Salaries and related expenses	\$ 104,618	-	\$ 63,537	\$ 1,525	\$ 65,062	\$ 13,322	\$ 183,002	\$ 184,279
Contributed services	446,795	16,569	178,399	22,981	217,949	18,307	683,051	499,759
Professional fees	13,333	-	12,485	4,615	17,100	-	30,433	21,828
Utilities	16,173	2,389	23,379	-	25,768	2,438	44,379	41,416
Conservation and maintenance	82,837	867	2,106	159	3,132	430	86,399	95,019
Taxes and fees	542	75	898	-	973	410	1,925	1,935
Insurance	20,294	-	11,596	231	11,827	281	32,402	37,526
Equipment rental	-	-	61	-	61	-	61	4,682
Administration	45,995	6,379	14,635	4,260	25,274	3,290	74,559	64,627
Interest	7,030	-	5	-	5	-	7,035	8,063
Miscellaneous	24,990	1,673	73	414	2,160	676	27,826	31,266
Cost of goods sold	-	-	-	-	-	86,470	86,470	85,218
<b>Total expenses before depreciation</b>	<b>762,607</b>	<b>27,952</b>	<b>307,174</b>	<b>34,185</b>	<b>369,311</b>	<b>125,624</b>	<b>1,257,542</b>	<b>1,075,618</b>
Depreciation	20,722	291	7,985	-	8,276	7,473	36,471	35,985
<b>Total expenses</b>	<b>\$ 783,329</b>	<b>\$ 28,243</b>	<b>\$ 315,159</b>	<b>\$ 34,185</b>	<b>\$ 377,587</b>	<b>\$ 133,097</b>	<b>\$ 1,294,013</b>	<b>\$ 1,111,603</b>

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.

### Financial statement presentation

During June of 1993, the Financial Accounting Standards Board issued Statement No. 117, "Financial Statements of Not-for-Profit Organizations." This Statement will be effective for the Society in 1996. The primary effect of the new Statement will be to focus on the entity as a whole as opposed to separate fund groups.

### Income recognition

Contributions are recognized as revenue in the period received. Revenue derived from membership dues is recorded over the period to which the dues relate. Membership dues received that relate to future years are recorded as deferred income. Grant revenue is recognized to the extent expenditures are made which can be charged against the grant. Unexpended grants are shown as deferred income.

### Contributed services and materials

The significant amount of time contributed by unpaid

volunteers, which is controlled by the Society and necessary for the development, maintenance and operation of its functions, is valued at amounts which would have been spent had the volunteers not been available. The value of the contributed services was \$687,571 and \$551,059 in 1994 and 1993, respectively. Of such amounts, \$4,520 and \$51,300 in 1994 and 1993, respectively, was capitalized and the remainder recorded in the statement of support, revenue and expenses and changes in fund balances as support and revenue and allocated to the expenses of the program, support and auxiliary functions which were benefited. The increase in 1994 was due to a combination of increased volunteer services and an enhanced volunteer reporting system.

During June of 1993, the Financial Accounting Standards Board issued Statement No. 116, "Accounting for Contributions Received and Contributions Made." This Statement will be effective for the Society in 1996. Although the Society has not yet fully determined the impact of adopting this Statement, such adoption will most likely limit the types and amounts of contributed services reported in the Society's financial statements.

The appraised value of materials and supplies contributed is recorded similarly as contributions-in-kind. Such category included \$18,447 (\$34,098 in 1993) which was capitalized and \$25,282 (\$26,348 in 1993) which was charged to functional expenses.



# Statement of Cash Flows – Unrestricted Fund

at December 31, 1994	1994	1993
<b>Cash flows from operating activities</b>		
Excess (deficiency) of support and revenue over expenses	\$ 16,057	\$ (51,768)
Adjustments to reconcile excess (deficiency) of support and revenue over expenses to net cash provided (used) by operating activities		
Changes in operating assets and liabilities:		
Accounts and grants receivable	16,910	(28,860)
Inventories	8,761	(16,360)
Prepaid expenses	93	(3,393)
Accounts payable & accrued expenses	7,034	16,971
Deferred income	1,386	(3,789)
<b>Net cash provided (used) by operating activities</b>	<b>50,241</b>	<b>(87,199)</b>
<b>Cash flows from investing activities</b>		
Short-term investments	(4,150)	-
Capital expenditures	(11,277)	(49,920)
<b>Net cash used by investing activities</b>	<b>(15,427)</b>	<b>(49,920)</b>
<b>Cash flows from financing activities</b>		
Transfers from (to) restricted fund	4,328	(4,305)
Advances from restricted fund	10,454	54,811
Repayment of long-term debt	(7,068)	(7,015)
<b>Net cash provided by financing activities</b>	<b>7,714</b>	<b>43,491</b>
Increase (decrease) in cash	42,528	(93,628)
<b>Cash, beginning of year</b>	<b>26,140</b>	<b>119,768</b>
<b>Cash, end of year</b>	<b>\$ 68,668</b>	<b>\$ 26,140</b>
<b>Supplemental disclosure of cash flow information</b>		
Interest paid	\$ 7,035	\$ 8,063

See accompanying notes to financial statements

## Short-term investments

Short-term investments are carried at fair value.

## Fixed assets

Purchased and donated fixed assets are recorded at cost and fair market value at date of receipt, respectively, and depreciated on a straight-line basis over their estimated useful lives ranging from five to forty years. Donated and purchased collections or exhibits are not capitalized or depreciated.

## Inventories

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

## Pledges

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

## Income taxes

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

## 2. Investments

Short-term investments consisted entirely of cash equivalents

at December 31, 1994 and 1993.

Other investment represents a minority interest (12.6% at December 31, 1994) in a closely-held corporation known as Biddeford Station, Inc. 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, at the time of donation. Contributions of shares valued at \$9,204 and \$6,820 in 1994 and 1993, respectively, has been recorded as a contribution-in-kind in the plant fund.

## 3. Fixed assets

Fixed assets consisted of the following at December 31, 1994:

Fixed assets	Cost	Accumulated Depreciation	Net
Land	\$302,853	\$ -	\$302,853
Land improvements	64,714	34,233	30,481
Building and improvements	623,495	190,391	433,104
Track and wire	207,961	96,062	111,899
Machinery and equipment	190,665	151,891	38,774
Construction-in-progress	<u>226,729</u>	-	<u>226,729</u>
	1,616,417	472,577	\$1,143,840

Depreciation expense was \$36,471 and \$35,985 in 1994 and 1993, respectively.

## 4. Long term debt

Long-term debt consisted of the following at December 31, 1994:

Long term debt	1994
Notes payable to various members, with interest at 7%, payable in quarterly installments through 2004	88,972
Notes payable to various members, with interest at 7%, payable in quarterly installments through 2006	<u>4,189</u>
	93,161
Less current portion	<u>7,362</u>
	85,799

Aggregate maturities of long-term debt for the five years subsequent to December 31, 1994, are as follows:

1995	7,362
1996	7,981
1997	8,457
1998	9,065
1999	9,717

## 5. Designation of unrestricted funds

At December 31, 1994, unrestricted funds had been designated by the Board of Trustees for the following purposes:

## Auditor's Letter

### The Officers and Trustees

#### New England Electric Railway Historical Society

We have audited the accompanying balance sheets of New England Electric Railway Historical Society as of December 31, 1994, 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 audit.

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

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of New England Electric Railway Historical Society at December 31, 1994, and the results of its operations and cash flows of its unrestricted fund for the year then ended in conformity with generally accepted accounting principles.

Our audit was conducted for the purpose of forming an opinion 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 audit of the basic financial statements and, in our opinion, is fairly stated in all material respects in relation to the basic financial statements taken as a whole.

*Baker Newman & Noyes*  
Limited Liability Company

May 19, 1995

Baker Newman & Noyes  
100 Middle Street  
Portland, Maine 04112  
(207) 879-2100 Fax (207) 774-1793

Board restricted funds	1994
Restoration of vehicle collection	33,426
Museum development	4,103
Miscellaneous	118
	<u>\$37,647</u>

### 6. Restricted funds

At December 31, 1994, restricted funds consisted of the following:

Restricted funds	1994
Restoration of vehicle collection	138,762
Museum development	69,121
Miscellaneous	850
	<u>\$208,733</u>

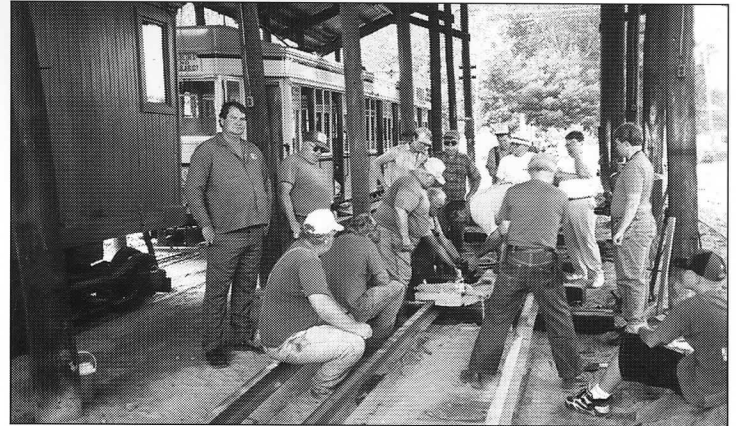
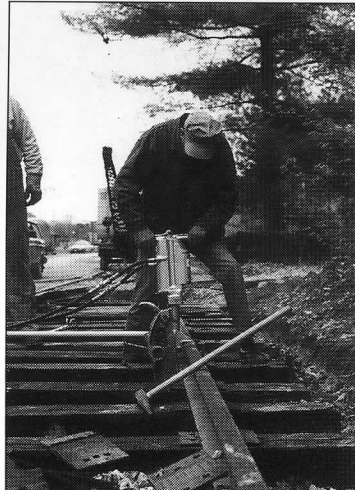
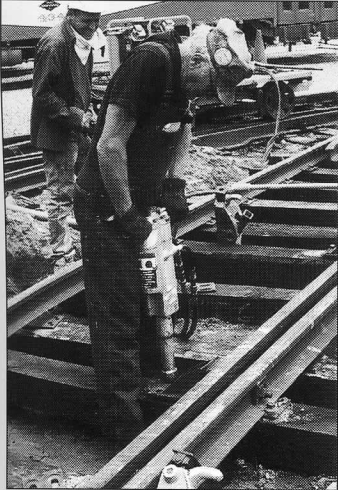
### 7. Grant

During 1994, the Society fully expended two private foundation grants totalling \$19,000.

During 1993, the Society fully expended four grants totalling \$63,485, including two governmental grants totalling \$8,485 and two private foundation grants totalling \$55,000.

### 8. Subsequent event

In late 1994, the Society was named beneficiary of a donation of four parcels of land, preliminarily valued at over \$12,000 and located in a nearby town. The donation will be recorded in 1995 upon completion of a thorough title search, appraisal and deed registration.



## Track Department Projects in 1994

This year Seashore's track forces undertook a wide range of projects, including both maintenance and new construction. Ensuring that rails and roadbed are in safe condition for operation always takes high priority, necessitating renewal of ties, rails, and other track components when age or heavy use has taken its toll. When time allowed, the crews advanced the construction of Talbott Park Loop.

**Top left:** In May, a load of new ties arrived for use in rebuilding portions of the main line. Using new ties instead of relay ties severely strains Seashore's budget, but offers the greatest safety and a long service life. DC

**Top right:** Peter Wilson and Chuck Griffith use an automated tie inserter to place the new ties under existing rails on the Museum's main line. DC

**Second row left:** The new Fairmont spiker, donated by Greenlee Textron, is used by John Middleton to drive a screw spike in South Boston yard, as Mark Scannell watches. The yard was largely rebuilt after nearly 40 years' use. DC

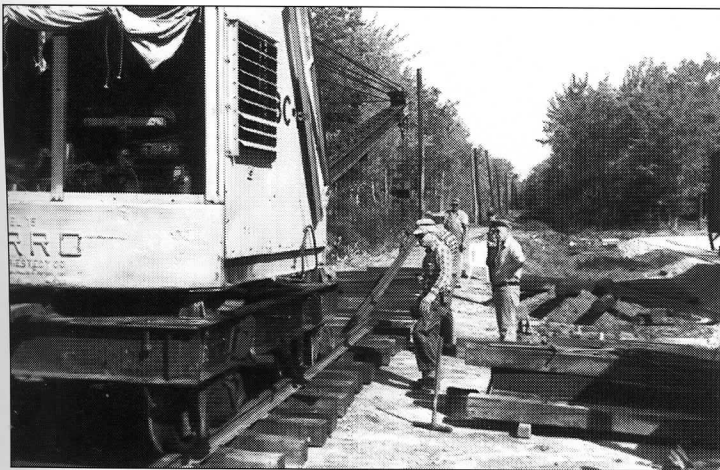
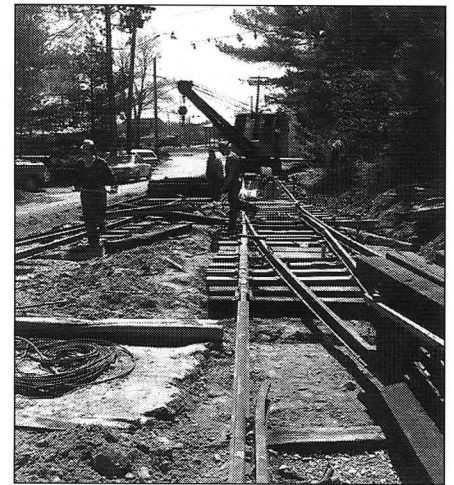
**Second row middle:** The spiker is versatile enough to handle both screw and conventional spikes. Dwight Winkley demonstrates driving cut spikes as part of a major tie replacement program on the Central lead.. DC

**Second row right:** The main line rebuild program calls for using 300-foot lengths of welded rail. Here the welding vendor trains Seashore's crew. FM

**Right:** Another view of the Central lead project shows how deteriorated second-hand ties had been removed from under several turnouts. JS

**Bottom left:** As time permitted, the track crew furthers the Talbott Park loop project. The Burro crane is shown laying rails next to the loop. JS

**Bottom right:** Diesel locomotive D-1, manned by Peter Wilson (operating) and Roger Tobin, transports a hopper load of ballast to Talbott Park. DC





Currently undergoing restoration at Seashore are these cars from The National Collection of American City streetcars, shown on their home systems.  
Above: Connecticut 1160 on Ferry Street in New Haven in 1939 represents a type used in many New England cities in the first half of the century. G/S  
Below: The traffic demands of big cities lead to larger cars such as Chicago 225, notable for its large platforms, shown at Devon Carhouse in 1956. I/S

