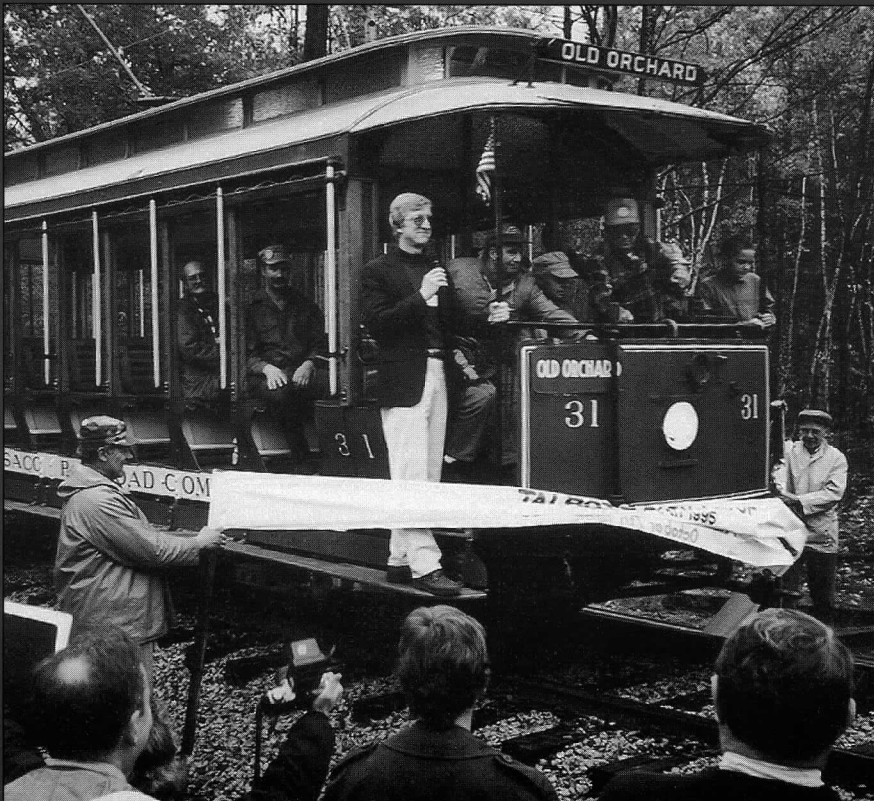


**New England Electric  
Railway Historical  
Society**

**Seashore Trolley Museum**

**1995 Annual Report**



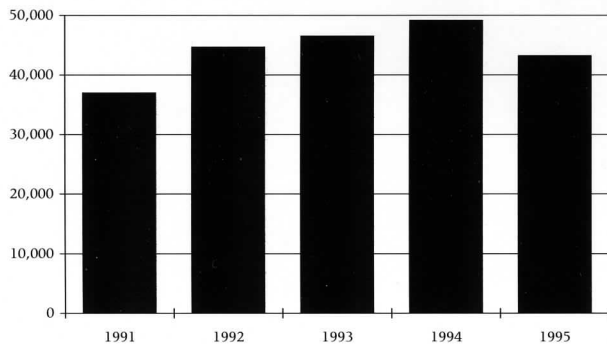
# New England Electric Railway Historical Society

Founded in 1939 by Theodore F. Santarelli de Brasch

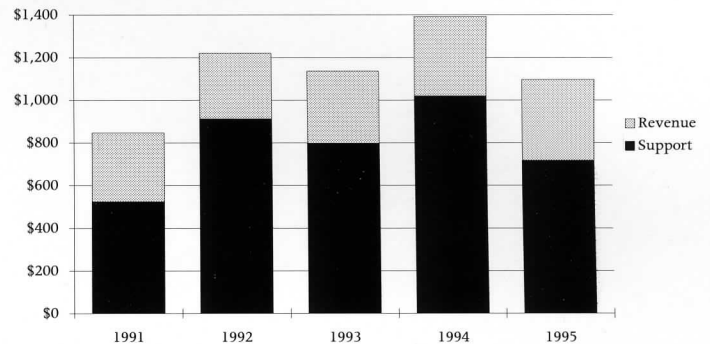
## About the Society

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



Attendance  
(members included  
starting in 1992)



Revenue and Support (000)

## Front Cover - Talbott Park 1995

**Top:** A general view of Talbott Park loop on October 7 shows Biddeford & Saco 31 moving into position for the opening ceremonies as the banner is readied on the right. DC

**Second from Top:** The camera lens stretches to include all of the several hundred members and friends who gathered for the opening ceremony. Certificates were awarded to all of the many people who had both donated and labored to make the project a success. DC

**Bottom Left:** With Honorary Track Superintendent and Senior Trustee Bill O'Brien at the controls and Jim Schantz serving as master of ceremonies, No. 31 breaks the banner to open the loop officially. FM

**Bottom Right:** Track Superintendent Peter Wilson sets the ceremonial golden spike to signify completion of the loop. DC

## Contents

Letter to Members	1
Exhibits, Interpretation, and Marketing	9
Vehicle Conservation	15
Exhibit Acquisitions	26
North Terminal Report	29
Corporate Information	30
Trustees and Officers	30
Museum Contributors	32
Financial Report	34

## 1995 Annual Report

### Editor

James D. Schantz

### Editorial Assistance

D. Thomas Bergen

Frederick J. Maloney

### Contributors

Donald Curry

Ralph Day

Lee Johnson

Conrad Misek

Dann Chamberlin

E. MacDougall Palmer

Herbert Pence

Stephen Santarelli de Brasch

Thomas Santarelli de Brasch

Jeffrey Sisson

### Photographs

Ray Applegate Coll. (RA)

Donald G. Curry (DC)

Ralph L. Day (RD)

Gordon L. Fisher (GF)

Todd S. Glickman (TG)

Harold Goldsmith Coll. (HG)

Lawrence Kehoe (LK)

Richard C. LaHart (RL)

Frederick J. Maloney (FM)

James D. Schantz (JS)

Fred W. Schneider III (FS)

Michael W. Simonds (MS)

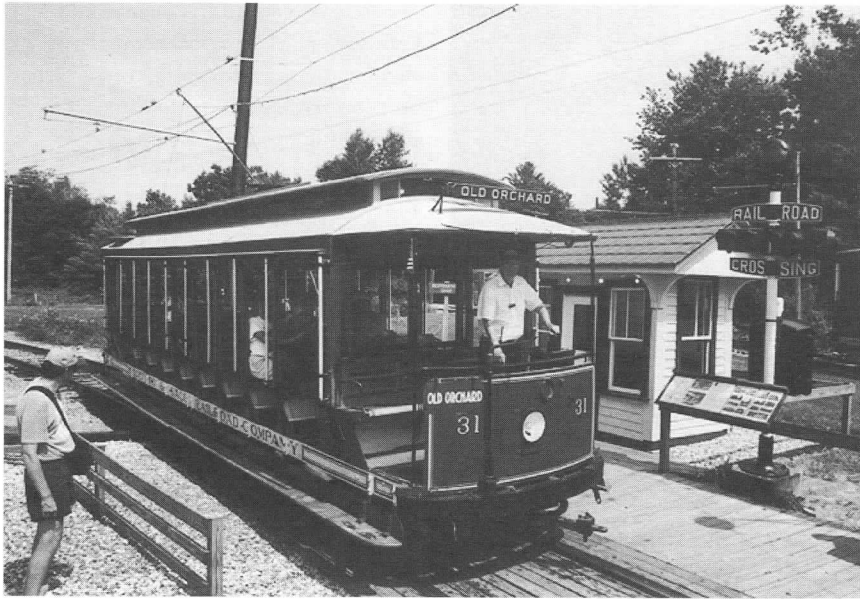
Roger E. Somers (RS)

Seashore Library (SL)

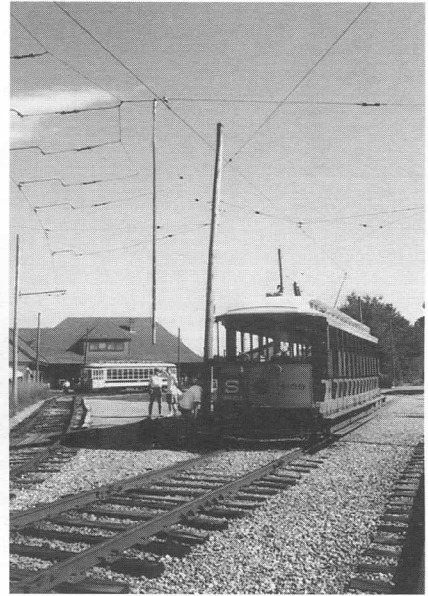
Seashore Shop (TH)

G. W. Walrath Coll. (GW)

## Letter to Members



**Above:** The first car ever preserved in a volunteer-run railway museum, Biddeford & Saco open 31 marks its 56th year at Seashore, stopping after a trip on the Main line, at the Morrison Hill station, which was relocated from Maine's Portland-Lewiston interurban in 1994. DC



**Above:** At the center of Museum operations, the always popular Connecticut open car 838 receives minor repairs to its trolley pole. DC

**T**he most significant development at the Museum in 1995 was completion of the Talbott Park loop at the present north end of the main line heritage railway. After years of work which involved clearing the right-of-way, blasting ledge where necessary, building the roadbed, and then constructing track and overhead wire, Seashore's volunteer crews brought the project to completion during the summer of 1995. On Members' Day, October 7, the loop was formally dedicated and made available for regular operation.

This achievement in development of the Talbott Park facility is a significant step toward enhancing the interpretation of the Museum's collection and the role of street railways in American life. Trolley companies frequently built parks on the outskirts of towns to encourage evening and weekend riding, and Seashore's long-term goal is to illustrate this practice by developing park facilities on the adjacent 30-acre parcel donated by the Talbott family some years ago. As well, a number of cars in Seashore's collection were designed for sin-

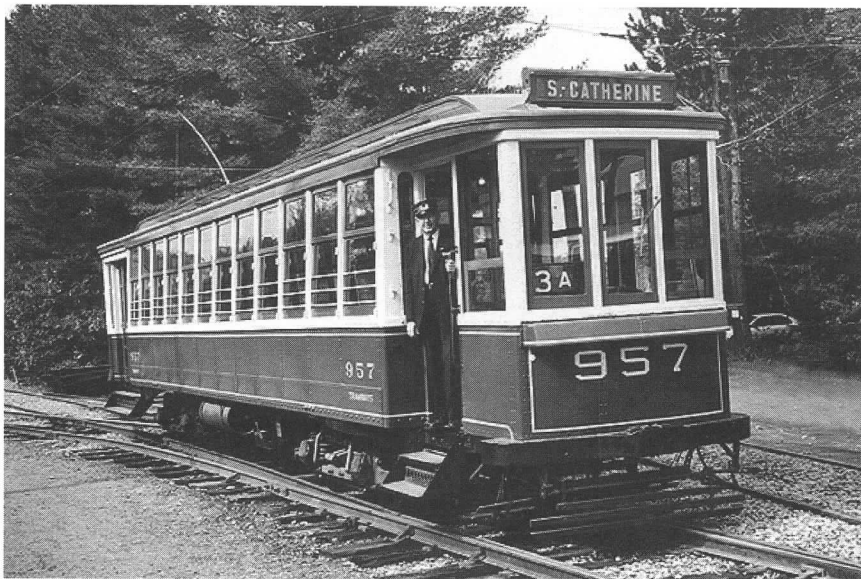
gle direction operation, such as the very popular open top observation car No. 2 from Montreal. Previously, operation of such cars for the public has involved running them backwards over the mile and a half long main line. Now these cars can run normally in both directions improving the visitor experience, as well as safety and efficiency.

### Trends in Attendance

Opening the Talbott Park loop marked the highlight in what was otherwise a somewhat mixed year for the Museum. An extremely hot and dry summer followed by an unusually rainy fall contributed to an eight percent decrease in attendance, a marked contrast to the generally positive trend of recent years. On an experimental basis, and with advice of experts in the field of marketing historic attractions, Seashore in 1995 raised adult admission rates to \$8.00 during the peak season, up from the prior level of \$6.00, with corresponding adjustments to the child and family rates. The higher level was considered a fair value in comparison to other attractions

in the region. As attendance lagged late in the season, the admission rate was rolled back to \$7.00, and will be maintained at that level in 1996.

Overall, the Museum's budget remained extremely tight and expenditures were monitored very closely by management during the year. The fundamental problem remains that annual income, which is primarily dependent on visitation, is both unpredictable and insufficient to meet the Museum's needs for care of the collection, interpretation, and capital development. The sums generously donated by members and others are vital to Seashore's operation, but over the longer term the Museum, as with virtually every other operation of its type, needs to develop an endowment and additional sources of regular income. To this end, Seashore began encouraging members in 1995 to consider planned giving, including employee matching gifts and bequests. An initial \$20,000 bequest received in early 1996 from A. V. Johansson was placed in the endowment fund as a first step toward achieving this important goal.



**Above:** The ever-dignified Montreal Tramways 957 poses in front of Highwood Carhouse with an equally dapper member Bernard Martin, a Montreal resident who regularly hosts visiting groups from Quebec, leading them on guided tours in French. FM

As well, during the year the Museum received the bequest left by our long-time member and officer Alexander van Cortlandt Hamilton V, who passed away in 1994. The bequest consisted of his residence near the Museum, which is carried on the Arundel tax roles at nearly \$100,000. Part of the bequest was to

grant life tenancy to another Seashore member, after which the property can be sold, with the proceeds most likely also targeted for the endowment fund. The Museum extends its deepest thanks to both of these members for remembering us in their estate.

Seashore's membership grew during

**Below:** Manning the shovels on the Boston Common during the March 28, 1995 ceremony commemorating the centennial of the groundbreaking for America's first subway are Mayor Thomas Menino, Senate President William Bulger, State Transportation Secretary James Kerassiotis, and Seashore Public Trustee Bradley Clarke. RS



the year, finishing the year near 1,200. Effective marketing of memberships to visitors by the operating crews helped achieve this level, which matches the normal high of recent years.

As detailed in the Education, Interpretation, and Marketing report, the Museum continued the growing emphasis on improving interpretive and special events activities. The guided tour program developed in recent years was improved and expanded. The primary challenge remains ensuring that there are a sufficient number of trained volunteers available to offer tours to visitors at all times. The Visitors Experience Committee and Operations, Safety, and Training Committees are devoting increased efforts in this area.

Programs developed in recent years and which have become regular features of Seashore's public offering were sustained and where possible strengthened during the year. These include the trolley parades, the annual visit of Vidbel's Circus, the Halloween Ghost Trolley program, and regular participation in local events such as nearby Biddeford's *La Kermesse* Franco-American festival.

### Subway Centennial

In a special program away from the property, Seashore was well represented at a ceremony in Boston which marked the 100th anniversary of the groundbreaking for America's first subway, which was built under Tremont Street and opened in 1897. At the site of the groundbreaking, Public Trustee Bradley Clarke gave a historical perspective as part of a speaker program which included Boston Mayor Thomas Menino, Senate President William Bulger, Secretary of Transportation James Kerassiotis, and Massachusetts Bay Transportation Authority General Manager John Haley. Seashore members are working with MBTA officials to plan an appropriate commemoration of the centennial of the opening in 1997, including potential use of one or more historic



**Above:** On Boston 5821 Scott Hooper reviews 1995 guided tour plans with a group of Seashore's volunteer operators. DC

Boston cars from Seashore's collection.

As always, members and friends of the Museums contributed generously during the year, giving funds, materials, and labor at a level which testifies to the breadth and depth of support for the Museum's activities. For this generosity, the Society is extremely grateful. This year for the first time this report includes a full listing of all who contributed during the year. The total number donating, more than 735, is most impressive, as is the total, which exceeds \$420,000 including bequests and contributions of goods and material. See pages 32 for a list of donors.

As part of that total, four members of the Board of Trustees collaborated to donate or pledge nearly \$20,000 to cover the remaining deficit from the relocation of Northampton Station from Boston's Orange Line elevated railway to Seashore some years ago. An extensive outside fundraising campaign had failed to raise enough to cover the moving and rehabilitation costs. With this deficit now eliminated, efforts can move to improving the station and having it fill its interpretive role.

In 1995, as in other recent years, the



**Above:** Longtime Seashore member and Museum Store Manager Judy Warner explains the Museum's programs and membership options to an arriving family at the ticket counter in the Visitors Center. FM

Museum's operating revenue was insufficient to cover all necessary expenses, so an Annual Fund drive among the membership was launched to raise funds for the unglamorous but completely necessary expenses which keep the museum operating. This year more than 260 people contributed in excess of \$17,000, for which the Museum extends its thanks.

Again this year, our friends at Dayton Sand and Gravel regraded Seashore's entrance road and parking areas at no cost.

#### **Burma Shave Donation**

In an attempt to recapture an aspect of roadside Americana from the street railway era, Seashore approached the American Safety Razor Company for a grant to cover erection of a series of the Burma-Shave signs. These roadside features were familiar to generations of Americans for a rhyme which extended over a series of signs, ending with the Burma-Shave name. A grant to cover erection of the signs was received, and an annual maintenance grant was kindly offered. At year end plans were being made to select appropriate wording then erect

the signs at some point during 1996.

The Monarch Corporation of Atlanta continued its generous support of the museum's annual Moxie Day, an event to celebrate that distinctive soft drink. The Sutherland Dows Trusts of Cedar Rapids, Iowa continued their tradition of annual support of CRANDIC car 118 with an increased gift. In addition, the CRANDIC itself gave Seashore a grant as the Museum furnished a video segment of car 118 in high speed operation at Seashore, which was then incorporated in a 90th anniversary video produced by that railroad.

A modest start was made to seek annual financial support from Seashore's suppliers and corporate contacts. This was highlighted by an initial and generous gift from NYNEX, plus smaller gifts from several other corporations.

Seashore's curatorial activities were, as every year, extremely active during 1995. A significant development was the adoption by the Board of a policy covering classification of the cars in Seashore's collection according to the level of use and conservation appropriate for each. The conflicting priorities which an operating museum such as



Seashore must balance are those between running the equipment to recreate the experience of seeing and riding cars for visitors versus preserving original material and condition to the maximum extent possible. As the cars are used, original material and condition both suffer.

The new policy framework calls for assigning each vehicle to one of five categories by degree of use and restoration anticipated. Particularly robust cars, or cars which have been very extensively rebuilt with new material, or which are duplicated in the collection will be classified for heavy use and maintenance consistent with keeping the cars in top operating condition. More fragile cars, or cars with more original material will be classified for only very limited operation. By year end, nine cars were placed into the most active category and assignment of the rest of the collection to the other categories was underway. These represent a variety of car types, including one suitable for handicapped accessibility.

Major restoration projects which continued during the year with heavy participation from the full-time staff included those on Connecticut closed car 1160, Aroostook Valley interurban No. 70, and Bay State Street Railway 4175. New projects launched during the year include Cincinnati and Lake Erie inter-

urban freight motor 648 and Shreveport trackless trolley 106. Other active projects involved Boston crane 0551, Philadelphia PCC 2709, New York subway cars 1440 and 800, SEPTA Bridge Cars 1023 and 1016, Chicago 225, and a number of Boston PCC cars, among others. The Vehicle Conservation report, starting on page 15, covers the many volunteer and staff activities in full.

### Library Progress

In another curatorial activity, the all-volunteer library staff continued development of the library with work on both the building and its collection. Facility work included removing from behind the building pine trees whose branches and needles were damaging the roof. The exterior of the building received a fresh coat of paint, matching the green and brown colors of the Visitors Center, applied by the York County Jail work-release crews. On a less positive note, lightning strikes during the summer damaged wiring in several locations around the Museum, including destruction of the Library alarm panel. The replacement costs were a burden on library funding, even though favorable discounts were obtained. Despite the work done to maintain the current Library building in recent years, the facility remains significantly inadequate to the task. To this end, plans for a new



**Above left:** On a warm summer's day, Montreal "Golden Chariot" no. 2 is popular with visitors. The car pauses next to Riverside barn to discharge passengers who cross the track then head for the restoration shop. FM

**Above right:** At the annual Association of Railway Museums convention in St. Paul, Minnesota, Seashore Chairman Jim Schantz and ARM President Scott Becker lead the discussion which resulted in ARM's program to develop the Recommended Practices for Railway Museums. DC

building have been revised, and several approaches for possible funding have been made.

Inside the Library, sorting and cataloging of material continues. The most important development was the acquisition of additional computer capacity and a History Database program which is better suited to library needs than the more primitive catalogue software used previously. The upgrade was enabled by a \$1,200 grant from McGraw-Hill which double-matched the donation of a Seashore member employed by the firm. The Museum encourages all members to investigate the availability of matching grant programs at their employers, as such programs greatly enhance the value of member donations to Seashore. The first task undertaken with

the new software was cataloguing the Museum's extensive photo collection.

There were a number of significant developments in the areas of Museum administration and planning during 1995. As the result of a Board retreat early in the year, the Board voted to formalize the Executive Committee which had been meeting to consider budget and administrative items. The goal of the committee is to reduce the quantity of administrative material which needs to be considered by the Trustees, freeing those meetings for broader policy discussions. The newly established committee is headed by the Society's Chairman and is composed of six to seven Trustees and officers who meet with the Museum Director monthly. Votes taken by the committee are presented to subsequent Board meetings for ratification or amendment.

### Planning and Development

Several major programs resulted from planning activities during the year. The first was to determine the costs and feasibility of completing the extension of the Museum's demonstration railway from Talbott Park to the North Terminal at Biddeford Station. It has been the Society's intention to close the remaining two-plus mile gap since assembling the needed property in the 1950s and 60s. However, the reality of building and operating the line in today's era of high costs and increasing regulatory burdens requires careful consideration



before formally committing to the project. To that end, the Museum engaged the services of a transportation consultant with considerable experience in the planning and construction of rail lines, and obtaining government funding for them. His report will be received and reviewed in 1996.

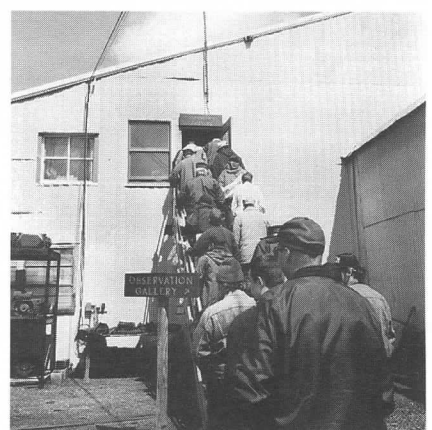
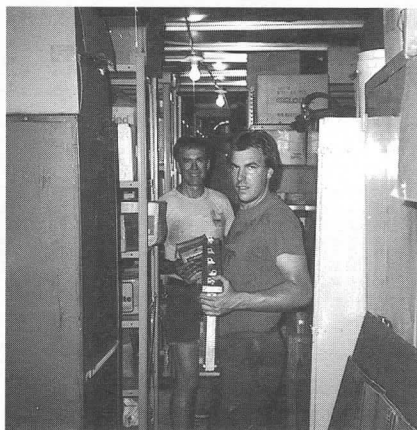
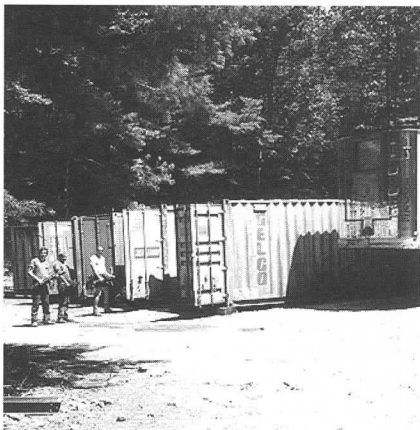
Another planning effort, initiated by the Long Range Planning Committee, focused on completing the interior of the Visitors Center. At the time the building was erected in 1978, funds available were inadequate to complete the interior. In steps over the intervening years, numerous improvements were made—rest rooms were installed, the orientation room walls and ceilings were

**Above:** Philadelphia below and above ground—Philadelphia-Camden "Bridge" subway cars 1018 and 1023 loom large as they pass Philadelphia streetcar 2709.

**Below left:** The parts storage area, located out of the public's view behind the shop, now features four 40-foot containers and a trailer, all carefully filled with vital spare parts.

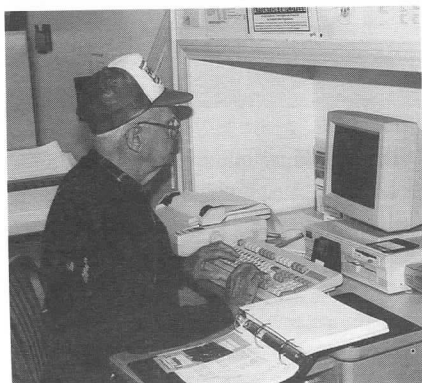
**Below center:** Equipment Materials Manager Dan Cohen and Assistant Manager Bill Pollman prepare to store components on the cramped but well organized shelving inside one of the parts containers.

**Below right:** Each spring, volunteer operator and tour guides participate in requalification classes. In April, a Level II and III group enters the restoration shop gallery to review shop tour procedures.





**Above:** Its diminutive size clearly visible as it is pushed by Aroostook Valley 70, Budapest Földalatti subway car 18 is switched to the shop for a restoration cost survey in preparation for a corporate sponsorship appeal.



**Left:** A dedicated volunteer who labors many hours in Seashore's office is Membership Secretary Henry Dickinson. As he has a growing number of members, Henry moved to Seashore's neighborhood some years ago after retiring in his native Philadelphia. DC

completed, the office area was developed in the second floor, and finished walls were installed in the entrance lobby and the Museum Store. The greatest remaining need was the ceiling in the lobby and store, as well as improved wiring, security, and a second egress from the second floor to meet current life safety standards. As the Visitors Center is the first structure entered by the arriving public, and as the Store is an important source of revenue, the committee concluded that presenting a professional image was of great importance. With the assistance of Larrabee Associates Architects of Cambridge, plans were developed and subsequently approved by the Board for installation of a ceiling, new lighting, a security grille to close off the Store at night, and a second stairway and exit. Funding to launch the program came from gifts and a forgiven loan from Barbara Rencurrel

and Louise Wilson, the daughters of late Seashore member Leslie Lynde totaling nearly \$20,000. At year end, a funding campaign was underway among members and suppliers to cover more of the estimated \$65,000 cost. The Board authorized borrowing to cover the balance. As 1996 began, construction was well underway.

#### **Arundel House Completed**

In other developments affecting the Museum grounds and facilities, the rebuilding of the former Butler residence, now known as Arundel House, on the property purchased near the Museum entrance some years ago, was completed during the year. Museum members Richard and Elenore Howe, who planned to retire to Maine from their home in Kansas City, offered in 1994 to underwrite complete restoration of the house with the understanding that they would

be able to live in the house rent free as long as they would like. Thereafter the house would revert to the Museum for the most appropriate use. By the beginning of 1995, the house had been placed on a new foundation. During the year work continued inside and out, so that by midyear the house was essentially complete and the Howes were in residence. This program enabled a derelict house to be turned into a first class Museum asset. Seashore remains extremely grateful to the Howes for their very generous donation of this rehabilitation, and for their continued presence and volunteer work at the Museum.

Another highlight of 1995 was the awarding of State Department of Environmental Protection permits for a number of planned projects at the Museum, including the erection of a parts storage warehouse, construction of Bennett Street Carhouse (a large new vehicle storage building), construction of Coney Island rapid transit yard, and expansion of Fairview Carhouse. The unfortunate aspect is that the process of obtaining these permits dragged on for two and a half years.

The sad reality of modern society is that the quantity of government red tape is extremely high, meaning that more and more dollars from a preservation organization such as Seashore have to be devoted to non-mission expenses such as justifying disturbance of even small areas of "wetlands" which are virtually never wet. As a preservation organization, Seashore supports wise use of land and protection of resources, however the current regulations and bureaucracy are excessive. Nonetheless, with these permits now in hand, several long-planned projects can begin to move to fruition in 1996.

The 1995 edition of Seashore's off-season planning and educational session, *Winterthink V*, again featured museum conservator and educator Frank McKelvey, Jr. of Wilmington, Delaware. He led a group of more than 70 people from Seashore and six other rail muse-



um groups, through a discussion of restoration techniques and limitations. The thorny issues of use vs. preservation and conservation of an object as received vs. restoration to full operation were explored in lively discussions. These annual events are an important step in evolving and spreading the collective consciousness of how Seashore should fulfill its educational and interpretive missions.

### AAM Saga Continues

Last year's Annual Report included a special section chronicling Seashore's lengthy and very disappointing interaction with the American Association of Museums (AAM) accreditation program. In brief, Seashore became the first rail oriented museum to be accredited by the AAM after being invited to participate in that program in 1978. Over the subsequent decade Seashore advanced steadily in restoration, interpretation, and general operations despite a very tight budget. To our amazement, the AAM then denied renewal of Seashore's accreditation upon subsequent review, claiming that the Museum had not kept up with standards in the field, though the AAM failed to publish such standards. As detailed last year, Seashore strongly disagreed with the AAM and thoroughly documented the reasons in appeals which were first provisionally accepted then rejected by the AAM.

Subsequent to the ultimate denial in 1994, the Association of Railway Museums (ARM), who had strongly backed Seashore's position through the reaccreditation review process, informed the AAM that the railway museums would likely withdraw from the AAM if the accreditation process were not amended to reflect the realities of the railway museum world—principally the vital safety-related concerns of operating rail equipment and the imposing task of handling huge objects with very limited funding. This caught the attention of the AAM's senior management, and a meeting was scheduled in Washington in August between ARM representatives, including two Seashore officers and AAM senior management and accreditation reviewers.

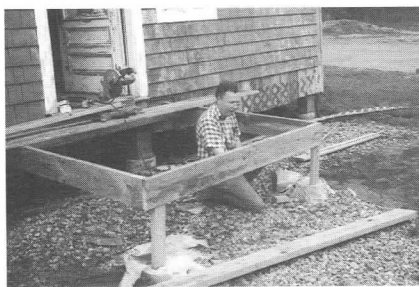
At this session, with Seashore's case playing a central role, the AAM acknowledged the unique aspects of rail preservation and asked ARM to develop and document a set of *Recommended Practices for Railway Museums* for use in judging such museums in the future. ARM subsequently endorsed this project at its annual convention, held in St. Paul, Minnesota, in the fall, with the understanding that the resulting document would be designed to be useful to the railway museum community if relations with the AAM should again prove difficult. A working group of representatives from a cross section of rail muse-

ums was formulated to prepare the *Recommended Practices* draft.

The working group subsequently met several times in Washington at National Public Radio headquarters, hosted by Seashore Public Trustee Ray Dilley, an officer of NPR. With the reaccreditation experience fresh in our minds, Seashore prepared draft notes, which became the basis of the practices document. After extensive and thoughtful input from many others, the group by January 1996 prepared and distributed a draft document for review by the railway museum community, and possible adoption in 1996. Having the opportunity to participate in such a positive effort was gratifying for Seashore, after the very unsatisfactory outcome of the AAM accreditation process. From Seashore's misfortune may come a process of real benefit to the broader rail museum community.

### National Collection Grows

As fully explained in the Exhibit Acquisition report on page 26, the Museum made a number of important additions to the collection. As always, the Museum struggled with the issue of preserving important parts of the nation's transit heritage vs. the limited resources available to care for a large collection. The conclusion was that the exhibits acquired this year were worthy of accessioning even if conservation may



**Above:** Director Donald Curry builds a new Library front entrance replacing the deteriorated porch removed some time ago. FM  
**Right:** At *Winterthink V*, conservator Frank McKelvey leads more than 70 participants in a discussion on artifact treatment. DC





**Above and right:** Two views of Dick and Elenore Howe in front of Seashore's Arundel House, the restoration of which the Howes have donated to the Museum. The house, on land Seashore bought near its entrance several years ago, is one of the oldest in Arundel. The Museum is deeply appreciative of the Howes' donation and continued presence as our neighbors and volunteers. DC



have to await some future date. Of particular significance, the Museum fulfilled a long time goal of acquiring the body of what had once been one of the finest interurban trolley parlor cars in the country, the *Berkshire Hills*, from western Massachusetts. Though the car body had suffered some fire damage, the basic structure is sound. A very rare find was the body of an early Lynn and Boston single truck open car, found built into a house in Lynn, Massachusetts. More modern vehicles included a PCC car from Philadelphia intended for regular operation, another PCC from San Francisco, which will ultimately represent its original city of St. Louis, and a "new look" GM bus from Boston.

A tangential item in the collection, a Plymouth gasoline locomotive used in Museum construction in the 1960s was sold to a private firm in New Hampshire, which has subsequently restored the locomotive, a fitting out-

come for this piece of equipment.

In 1995 the Seashore community was saddened by the passing of a number of its members. Of particular note was the loss at the age of 88 of President Emeritus Henry Bowen Brainerd, who had become Seashore's 17th member in 1941. Positions he held included Trustee, Chief Engineer, Executive Vice President, and President. In the critical period after World War II, Henry loaned Seashore a then considerable sum which allowed the Museum's programs to advance, and may in fact have ensured survival of the Museum in that very cash-strapped period. He will be greatly missed by all.

#### **Parts Program Advances**

The vital area of acquiring and caring for the spare parts needed to restore and maintain the collection continued with enthusiasm during the year. In addition to the collection acquisitions mentioned

above, two more 1907 Boston Type 3 snow plows were moved to the Museum but not added to the permanent collection (two other from the series are already official members of Seashore's collection).

As well, a fourth 40-foot storage container was obtained and placed in the parts storage area east of the restoration shop. A massive volunteer effort followed to organize and store parts in these containers, and to acquire new parts as they become available. Again, sale of some surplus items has helped fund this activity. Planned erection of a parts warehouse in 1996 will be the most important step in the evolution of this critical program. Construction of the parts facility in 1996 promises to be one of many significant activities during the upcoming year. As mentioned above, major improvements in the Visitors Center were also underway at year end.

A number of activities will be coordinated to prepare Seashore to host the Association of Railway Museums convention in 1997, timed to coincide with the centennial of North America's first subway in Boston. These activities plus many other steps to improve the Museum and its interpretation for the public should make for an interesting year. The financial demands of operating the Museum remain challenging, but the vitality of its volunteer and full-time staff and the positive reactions of the visiting public sustain the efforts to preserve the important part of American history represented by the street railway and related forms of transport.

James D. Schantz  
Chairman,  
Board of Trustees

## Exhibits, Interpretation, and Marketing



**Above:** A feature of the Trolley Parade on Memorial Day weekend was the first appearance of the "A"-Train, New York 800 and 1440, which was recently made operational by the addition of trolley poles at the center of the train, plus a thorough mechanical servicing. DC



**Above:** Roger Tobin addresses travel writers on Liberty Bell 1030 during a tour jointly sponsored by the Chamber of Commerce. DC

**T**he primary theme of Seashore's interpretive efforts in 1995 was to improve the quality and consistency of the guided tour offered to visitors. In March and April, the annual operator training and requalification program strengthened training in the topics and procedures for tour operation. In place of the sometimes lengthy speech formerly given at the end of the main line trolley ride, visitors now experience a narration during the ride. With the assistance of a Mini-vox portable public address system, the tour guide's account is audible as the car moves along the track of the demonstration railway. The car pauses to describe the historic aspects of the Atlantic Shore Line right-of-way, including the Meserves' Crossing stop, given to that family to secure permission to build the line through their land.

Visitors are then taken from the Morrison Hill stop, next to Riverside Carhouse, to the shop gallery where the work underway and its dependency on donated funding is emphasized. Subsequently, the group walks back past Riv-

erside to the Highwood lead track, where another car takes them for a guided tour past all of the restored cars in that building. Visitors are encouraged to ride again, and to explore further on their own.

Progress in both the quality and frequency of tours was notable during the year, but more remains to be done. Ensuring that there are sufficient trained volunteers to lead the tours every day through the long public season is a continuing challenge, and is being addressed by Seashore's operations and training forces.

### Visitor Material and Major Events

To make visiting Seashore easier, the property maps handed the visitors as they purchase their tickets were revised to make them clearer and simpler to read. In a similar small improvement, a new hours sign featuring movable numbers displays the Museum's hours of operation. Also, a new sign on the Visitors Center platform displays the time of pending trolley operations and tours.

Scavenger hunts, a favorite feature of children's visits, were started this

year and have also gained popularity with adults. All questions posed by the hunt can be answered by listening to the tour guide. A small prize is awarded in the Store for those completing the hunt. In 1996, the scavenger hunt will be combined on one sheet with the visitor survey and property map. Because of the interest shown, we propose to create an adult version.

Operation of Trolley Parades, perhaps Seashore's most effective interpretive program, has become a science. The tours operate very smoothly despite ever more crowded storage yard conditions. The September 2 trolley parade had the largest audience, in excess of 260, and featured 23 trolleys and three rubber tired vehicles. There would have been even more vehicles in the parade had there been enough volunteer crew members to operate them. The October 7 parade was more member-oriented, giving a detailed background of each vehicle and its life at Seashore.

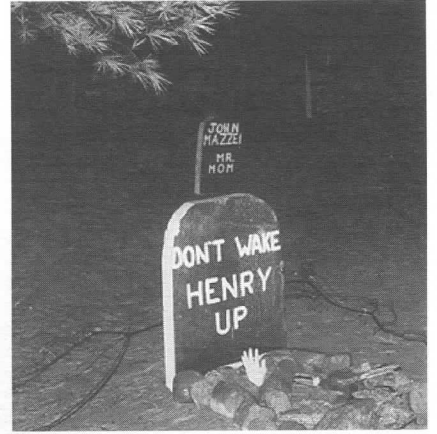
The Ghost Trolley has been a major special event for six years, involving many members, the local community



**Above:** Joining in the costumed crush on a *Ghost Trolley* streetcar are Judy Warner and Alyson Bramblett. DC



**Above:** A magician included fire eating in his performance for young visitors during the *Ghost Trolley* activities in the Visitors Center. DC



**Above:** The infield of Talbott Park loop became a graveyard temporarily as another part of the *Ghost Trolley* event. DC

and virtually the entire Museum staff. Unfortunately, for the first time, two of the four nights suffered heavy rain which decreased attendance considerably. However, unlike some similar attractions, because the cars were enclosed, Seashore did keep running all four nights. The total income of \$6,420 was the second lowest of the six years. Still, the eerie atmosphere created by the music was unbeatable, we had many local high school students involved as actors doing community service, an excellent magician entertained those awaiting the cars and the operation was extended over the entire length of the line with Talbott Park becoming a "graveyard" for "deceased" Museum officers.

### Elementary School Visits

A total of 1,911 students and teachers from 82 classrooms participated in the *Ghost Trolley*-related art outreach program and the Visitors Center was filled with more than 1,700 pictures drawn by the students, many of great skill if not imagination. When the *Ghost Trolley* program began in 1990, Seashore pioneered the big Halloween events in the area. Now there is much competition, both profit and nonprofit, and its quality is good. To ease the burden on volunteers and staff, in 1996 the Museum plans to scale the offering back to

one three-day weekend bolstered by new creative ways to attract an audience.

For the second year, the Museum Director made presentations at Kennebunk's Park Street School to second graders who were studying their town's history through the CREST program. He showed slides of trolleys as they existed in Kennebunk as well as views of the same areas as they now exist. This was followed by field trips to the Museum.

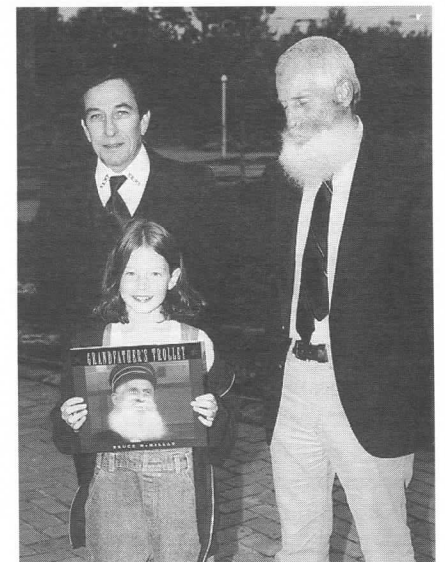
The Museum recognizes the need to develop and implement a more general educational programs which will encourage field trips in addition to the individual visits inspired by the *Ghost Trolley* program.

The Christmas Prelude event, held in conjunction with many Kennebunkport businesses, was experimentally run for two weekends. A total of 608 attended the first weekend but only 50 came the second. Therefore in 1996, the program will revert to the usual single weekend. Brantford 627 was the "Christmas" bus as usual; its gleaming red and white colors making a prominent impression in Dock Square, Kennebunkport, where "Mrs. Claus" handed out promotional tickets. The Museum worked in cooperative sponsorship of the event with Aquarius Restaurant. As usual, the Visitors Center was filled with music as a member played the organ and a feeling

of good cheer was shared by all who attended. Another reason for limiting the event to one weekend, despite what other museums of our type in other locations do, is that Maine's winter weather makes operation of the equipment and keeping the grounds safe more difficult with each passing week near year end.

A pre-release publication book signing party was held at Seashore on Octo-

**Below:** Seashore members featured in Bruce MacMillan's book *Grandfather's Trolley* were John Mazzei, Alison Fiske, and R. T. Lane, who is clearly visible on the book cover. DC

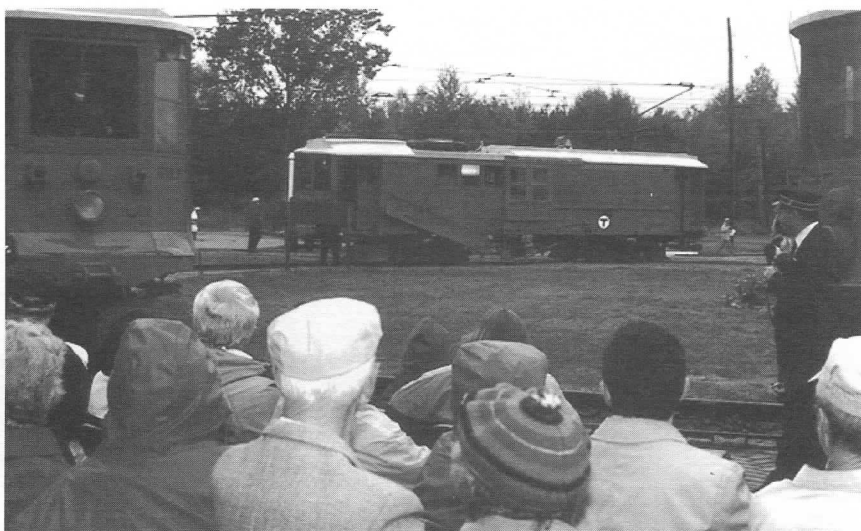


ber 5 for *Grandfather's Trolley*. The book, written by Bruce MacMillan, author of more than 30 books, is beautifully illustrated with photographs, painstakingly "antiqued" to give the feeling of stepping back in time with Allison, who rode with the motorman, her Grandfather, on Seashore's Connecticut open car 838. "Grandfather" was Seashore's Dick Lane, the Conductor member John Mazzei and Allison Fiske is the daughter of Jim Fiske, former employee in the Museum's Town House Shop. The ceremony was attended by area librarians, authors, and many others as MacMillan told the significance of Grandfather and how he created the book. It has been a popular seller in the Museum and local bookstores. In 1985 Seashore was also featured in his *Remarkable Riderless Runaway Tricycle*.

### Marketing Director Changes

In 1995, there were three staff changes in the Marketing Director position for health and personal reasons, which created some gaps in the outreach program. Nevertheless, it can be seen that many creative things did happen. Working under a very limited budget and severe time constraints the staff took advantage of every possible avenue for free publicity and was highly selective in paid advertising. As much as possible, with creative press releases, exchange of services and just plain charm, we still were able to extend our message to a number of publications.

There are many needs and challenges. Some knowledgeable professionals recommend that any members or employees in contact with the public be uniformed to add to the visitors' experience, and progress is being made in that area. As well, our type of attraction is very weather-dependent. We do best on cold beach days but hot, dry weather greatly decreases attendance from our type of attraction, especially if we are perceived to be indoors as in the traditional concept of a museum. Unfortunately, 1995 featured the best beach



**Above top:** A new twist to the Members' Day weekend Trolley Parade in October was the simultaneous appearance of three Boston Type 3 snow plows—Nos. 5122, 5106, and 5159. DC

**Above lower:** Brantford, Ontario, bus 627 carries Seashore's message to the Franco-American community during neighboring Biddeford's *La Kermesse* parade in June. TG

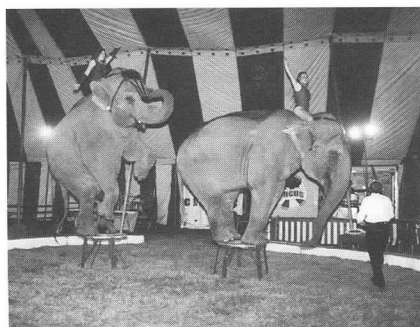
weather in years. Tour group business was down significantly for Seashore and for other attractions of our type in the area so 1996 will see a special push made to increase this vital segment of income. Specially created four-color letters will be targeted to every possible tour group and an accurate mailing list will be created that can be targeted and monitored on an ongoing basis.

Perhaps our greatest challenge is relevance. The trolley (and even railroads) are no longer part of many people's

experience, many thinking we have a collection of rubber tired "trollies" so popular in tourist areas. Even some from our local community, including neighbors on Log Cabin Road, have never been to the Museum.

### Nickel Day for Local Community

One effective way to encourage our local community is Nickel Day. Many local residents who otherwise might not have come were observed at Seashore on September 4, with a total attendance



**Above:** The Vidbel Old Tyme Family Circus elephants neatly frame the City of Manchester to the delight of its passengers on circus day at Seashore in August. RL

**Left:** Inside the tent, the Vidbel elephants balance on rather small stools at a well-attended circus performance. DC

of 658 persons. Though the admissions income was only \$53, over \$1,400 in business was done in the Store. These residents, exposed to the Museum could then recommend to area visitors that they come to Seashore, as "word-of-mouth" is one of the most effective means of advertising for any attraction. Nonetheless, we need to do more to encourage our neighbors to recognize the great community resource that is Seashore.

### Community Outreach

Outreach takes a number of forms. Each year the Museum Director schedules a number of slide presentations to local organizations including Rotary Club, Newcomers Club, historical societies, and seniors' groups. Each year Seashore's "Parade Bus" participates in Biddeford's *La Kermesse* parade. In 1995 members handed out 4,000 discount tickets during the parade, running out two-thirds of the way through the route. In 1996

we will have 7,000 tickets printed.

The Kennebunk Home Show is a regular opportunity to demonstrate that we are part of the local community. In conjunction with the Kennebunk-Kennebunkport Chamber of Commerce, Seashore hosted a group of travel writers. They were picked up "in style" in bus 627 and rode in Lehigh Valley Transit car 1030. They spent more time than planned but still did not want to leave. More than one writer commented "how fortunate Kennebunkport is to have such an institution as Seashore."

Bus 627, accompanied by Seashore members who passed out discount coupons, participated in Kennebunk's 175th anniversary parade.

Another major outreach tool is the four-color brochure. Approximately 130,000 were produced in 1995 and were distributed throughout southern Maine by the Here's Where distribution service; mailed to a number of railroad and trolley-related operations by mem-

bers; by the Maine Publicity Bureau at their Tourist Information Centers; the Portland Convention and Visitors Bureau and a number of other outlets. In addition, discount coupons are distributed to local campgrounds and posters are placed in prominent places in southern Maine.

There are now more rail experiences available in Maine than ever before as evidenced by the representation of six rail operations (including Seashore) at a spring Tourism Industry Network (TIN) conference. As northern New England's only trolley museum, Seashore needs to capitalize on the train interest by stressing this uniqueness.

### Directional Signage

The Museum maintains as many directional signs as permitted by the State of Maine Department of Transportation. The Town of Kennebunkport is quite liberal in allowing directional signs, however Kennebunk does not permit any. Museum members have appealed to their Planning Board without avail. Fortunately, we are also permitted to have signs on Exits 3 and 4 of the Maine Turnpike. A prominent "sign" permitted as an informational point is our Sanford, Maine, Birney car no. 82 stationed on the property of Antiques USA at the intersection of U.S. Route 1 and Log Cabin Road. Locating the Museum has become somewhat easier as in conjunction with the installation of the traffic light at that intersection, at Seashore's request, the State also erected "Log Cabin Road" signs for the first time.

### Seashore on Television

One of the most effective outreach tools we have are the television public service announcements professionally prepared by a member who works at a Boston network affiliate. These 30, 60, and 90 second spots are seen by people throughout New England—people we could never afford to reach otherwise.

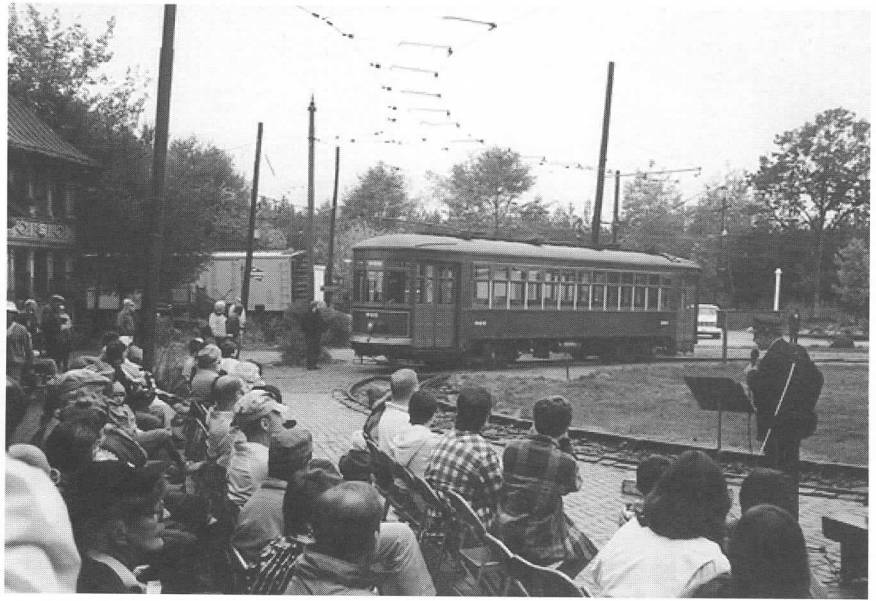
In a television appearance, Seashore

was featured in a unique Fox Network program called Personal FX on August 18. The program takes place simultaneously in remote locations and a New York City studio. Collectors in both locations bring in antique articles for identification and evaluation by experts in the studio. Involving Seashore was very different and challenging for both Fox's producers and Seashore's staff. It is not their practice to use museums, especially a dynamic one. Fox approached collectors in Maine, who were interviewed about their items while in Montreal 957 as it ran along the Highwood lead. The camera needed to be tethered to the satellite truck parked near Riverside Barn, so Seashore staff had to move rapidly as they kept the cord from being cut by the car wheels.

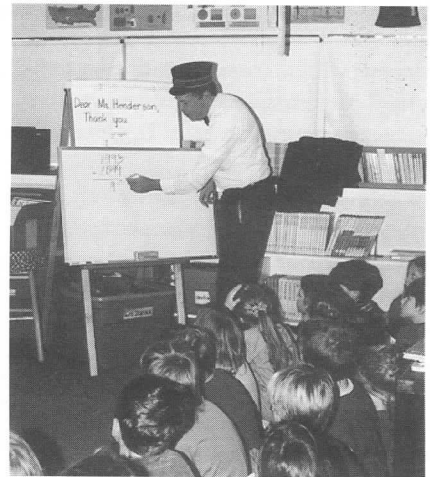
A member showed his work on Chicago 225, and Tom Santarelli, one of founder Ted Santarelli's sons, represented his father's work in founding the Museum, by acting as the "supercollector" and showed Biddeford and Saco 31, the Museum's first car. The Museum Director ran the City of Manchester and explained how he had directed its restoration. He then burst into the *Trolley Song* as he started moving the City of Manchester. The New York "experts" appraised the car at \$375,000. Much of the show, despite extensive pre-planning, was created ad hoc as the short New York segments were taking place. This was most interesting as there was no chance for a retake. The actual finished product was of surprisingly excellent quality.

Seashore continues to market cooperatively with the Wells Auto Museum. 13,000 "Trolley Dollars" giving a \$1.00 discount at either museum were given out in equal quantities at both museums. Many of these were actually used and recycled more than once during the season. The Wells Museum also displayed a 1910 Brush Runabout in Seashore's Museum Store lobby from mid-July through October.

The Museum is now on the World-



**Above:** Wet grounds moved the viewing area for this Trolley Parade from the lawn to the Visitors Center platform. Here Scott Hooper narrates as New Orleans 966 approaches. **FM Right:** Director Donald Curry helps a class of second graders calculate the number of years since the early days of trolleys at Kennebunk's Park Street School. DC



Wide Web with its own home page including the schedule of operations, special events, photos of cars from the collection, and on-line version of the Museum Store catalog. The Web page Internet address is <http://www.biddeford.com/trolley>.

### Cooperation with other Museums

Seashore participated in the 16-member Maine Coastal Museums' experimental "Legends and Lore" project, enabled by a grant funded by the motel and hotel industry in an attempt to extend the season into October. The brochure produced by the group was of limited success, but the cost was minimal. Never-

theless, networking with others in the field was valuable.

Seashore participates actively with three tourist marketing groups: the Greater Portland Convention and Visitors Bureau, Tourism Industry Network (TIN), and the Kennebunk-Kennebunkport Chamber of Commerce. Marketing Director Jan Pillsbury and Museum Director Donald Curry made presentations to the staff of both Convention and Visitors Bureau and TIN so they could better tell their clients about Seashore.

The Museum regularly sends releases to broadcast and print media on whatever events are happening. To keep Seashore's name before the public it was



**Above:** Visitors Experience Committee Chairman Jim Davis and Marketing Manager Jan Pillsbury man Seashore's display at the Kennebunk Home Show. DC

necessary to do some "creative repackaging" of events, *i.e.*, take what we have and make an event out of it. One such event was the "Trolley Birthday Party" on July 22 featuring: CRANDIC 118 (age 65), Sydney 1700 (75), Connecticut 838 (90) and Boston 396 (95). Another such event is "Kids Free Day". Since the majority of the children who come are free anyway, or are at least in the lower admission bracket, very little admission income is lost and a great deal of good will is gained.

Regardless of attendance at such events, advertising, slide shows, and general publicity, give "life" to the collection, much as they would have when such places as Portland's Riverton Trolley Park were in operation. Therefore, we have to look beyond the actual figures for each event at the broader picture of our public offering.

### Moxie Day at Seashore

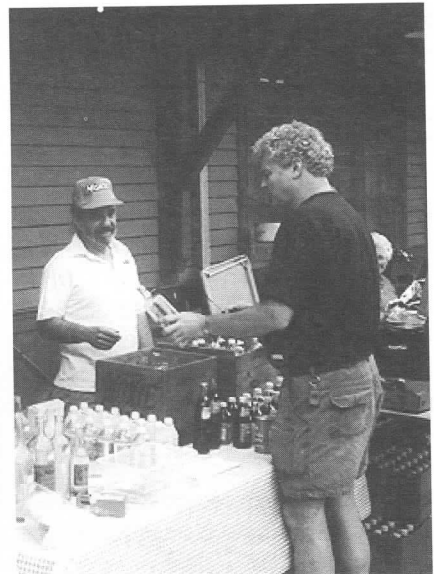
Moxie Day has also become a regular event, underwritten by Monarch Company of Atlanta, Georgia. As a promotion, Seashore sponsored Moxie Night at the Portland Sea Dogs baseball team on July 8. Commemorative T-shirts were produced for sale in the Store.

Ice Cream Nights met with limited success but in 1996 will be run in conjunction with a local ice cream maker who is interested in creative marketing.

Vidbels Olde Tyme Family Circus made its sixth annual appearance August 14 before record crowds. This was the first time Seashore had sponsored the circus visit without the participation of another local organization. Advance clown Scott Ertl made several promotional performances in the area including a successful clown show in the Visitors Center Orientation Room.

The New Orleans Cajun Fest featured live Dixieland music played by a trio. The audience for the trolley parade was seated in a tent since the recent closing in of South Boston Carhouse prevented its being used for viewing purposes. With Cajun food prepared in-house and a well-coordinated trolley parade, the day provided excellent entertainment for all who came.

The long-awaited opening of Talbott Park gave a great opportunity to advertise what's new at Seashore. For the event, "I got looped at Talbott Park" T-shirts were sold and certificates given to those who helped in its creation, either through actual physical work or dona-



**Above:** Moxie Day at Seashore attracts the interest of both aficionados and novices. FM

tions. David Talbott and his family were present and were again thanked for their family's donation of the Talbott Park land. Members of the track crew drove the "golden" spike after which Honorary Track Superintendent Bill O'Brien ran Biddeford & Saco open car 31 through the banner. This was followed by one of the loop's major sponsors, Doug Anderson operating Twin Cities Gate Car 1267 on its first trip around the loop. Immediately thereafter, operation around the loop became a regular feature of Seashore's public service, adding interest to the interpretive programs.

**Below:** Santa and Mrs. Claus (Bob Hughes and Judy Warner) await visitors in the back of Liberty Bell 1030 at Christmas Prelude. DC





## Vehicle Conservation



**Above:** Cincinnati & Lake Erie freight motor 648 is shown behind the shop just before work began on replacement of its roof, the first step in its long-term restoration. By year-end, new roof frame members had been fabricated and installed, and roof boards had been milled. DC  
**Left:** Restoration volunteer Amy Litchfield, a year-round regular in the shop, applies finishing touches to the side of Connecticut 1160, readying it for final refinishing. FM

**A**gain in 1995 members provided outstanding support for the Society's vehicle conservation/restoration and acquisition programs, with contributions this year totaling nearly \$120,000. Very little major restoration work would be possible without the financial generosity of our members who cover most of the staff and material costs of the restoration shop operation. Additionally, a large number of members volunteered countless hours to perform conservation work on a number of vehicles. Some are all-volunteer programs while others are shop staff programs receiving supplemental volunteer assistance. The Society expresses its thanks to all donors and volunteers who have made this progress a reality.

**Connecticut Company 1160** continues to show excellent progress each year and 1995 was no exception. Last year, the floor, bolster and motor-trap framework in the number two end was the center of activity. In 1995 this work was mirrored in the number one end. Every effort was made to reuse as much of the original floor as possible. However, the effects of salt stored in the body

while the car was in work service deteriorated the wood to the point that it became unusable. Thus the sub-floor for approximately one-third of the distance from the vestibule entrance was replaced along with the steel motor trap frame. The original sub-floor in the center third of the car was retained. The bolster was disassembled, rust removed and treated, painted, then reassembled using stainless steel fasteners. Cracked side bearings were rebuilt.

While leveling and tightening the platform knees in preparation for the vestibule flooring, the outer sheathing on the dash began to bulge. Upon closer examination it was discovered the framing on this end, unlike the other, had extensive dry rot and the crownpiece in the floor was cracked, making its replacement necessary. The crownpiece is the thick curved piece of oak that forms the base for the dash framing and curve of the dash. Replacement included cutting and splicing new threaded pieces to the steel vertical body stiffening rods in each corner of the dash.

Many other projects were accomplished as well. The trolley bases, poles

and sign box end castings were reinstalled on the roof; vestibule end paneling and sash was refinished on one end; new glue-chip clerestory glass was made in-house to replace several broken pieces; and one side of the car has been completely scraped and sanded with some areas receiving primer followed by Connecticut Company yellow and white finish colors. Some original lettering was discovered and photographed for future reference.

Additionally, the motor resistor grids were rebuilt and some of the brake rigging rehabilitated by bushing worn holes and straightening the main pull rods. The brake valves for each end were rebuilt and, in the process, an "off the car" test fixture was fabricated to make such jobs easier in the future. The sash on one side was removed in preparation for refinishing over the winter and the mahogany window sills were also prepared for refinishing. As 1995 drew to a close, the vestibule floor was replaced with specially milled southern yellow pine, preparations were made for installing the top layer of flooring, new motor wiring was ordered, and



**Above:** A newly upholstered set of seat backs for the walkover seats destined for Bay State 4175 await installation in the car. DC

**Left:** A carefully crafted longitudinal seat cushion and frame combination also for 4175 are shown in the shop varnishing room. DC

work began on the dash framing.

After more than two decades in storage since its arrival at Seashore, **Cincinnati and Lake Erie Railroad freight motor no. 648** moved onto the active list for restoration in 1995. With a healthy account balance as a booster, work commenced after extensive documentation of the car's condition.

In preparation for moving the car here from its second home of Tulsa, Oklahoma in 1976, a Seashore member carefully covered its then very deteriorated sheathing with chicken wire to prevent its flying off during the journey on a railroad flatcar. Thus when work was commenced by the Shop crew, every bit of wood remaining had to be removed and replaced. Next they carefully removed all rust and remaining paint from the roof ribs, top sills, and exterior of the letterboard. These were then repainted in a "close to C&LE" maroon (exterior) and cream (interior). The approximate colors were used as paint research to determine the exact colors has not yet been done. Use of similar colors means that once research has been done, final colors can be ap-

plied over the approximate colors with no risk of improper colors bleeding through. Jack Keenan, C&LE historian, lent a large-scale original Cincinnati Car Company steel framing blueprint, which Seashore then copied, to assist in the reassembly.

Shop staff fabricated, painted, then installed all new ash filler pieces duplicating Cincinnati's rather unique design—transitioning from the straight angle-iron roof ribs to the rounded contour of 648's arch roof.

Specially milled tongue and grooved wood for the roof was purchased, then primed by volunteers. Because there was insufficient funding to proceed with installation, the wood was strapped to prevent warping and stored in the car. To protect the completed restoration work until new funds are raised, a tarp was purchased and placed over the car.

While all of this was going on, the project sponsor continued to raise funds to enable work to proceed. Most of his efforts were targeted in the Midwest, where C&LE affection is high. Because 648 is also the memorial car for Richard Wagner, noted traction historian and 0-

scale modeler, modelers were also sought out for funds. Currently, the account balance has no deficit, but is awaiting an infusion of cash for the work to resume.

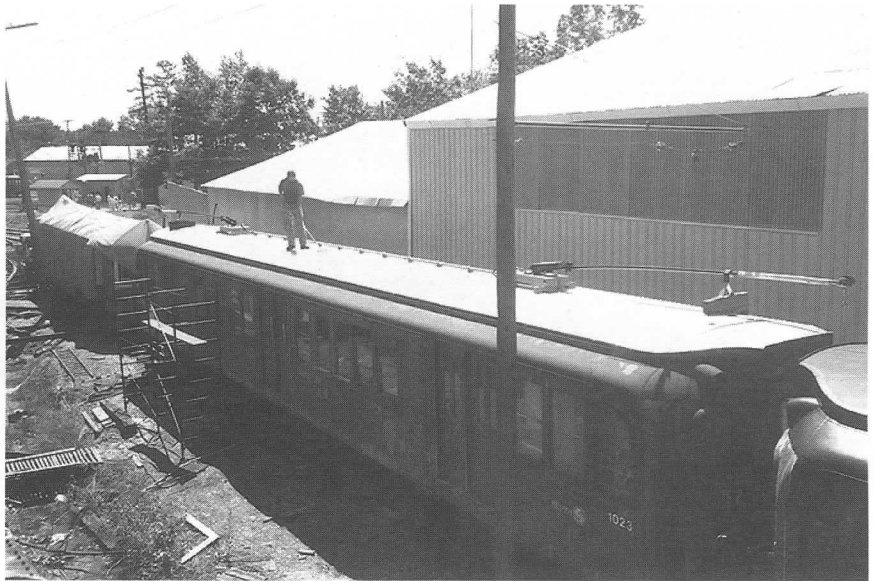
Work progressed on several fronts in the long term restoration of **Bay State semi-convertible No. 4175** from unfinished car body to complete streetcar. As in the past, this year's accomplishments were the result of combined volunteer and paid staff efforts.

The car originally had four longitudinal bench seats in the body corners, and 12 walkover seats in between, all of which were long ago removed when the car was converted to a summer cottage in Asbury Park, N.J. Several years ago, the museum was fortunate to receive some original seat cushions, at least one of each type needed for the car. These had been stored in a basement for several decades, having been acquired by an enthusiast from the Haverhill, Mass., carhouse while 4100s were being scrapped. The original cushions were refurbished, and served as patterns for fabrication of others.

A complete set of walkover seat frames, acquired by the museum in the 1980s in an exchange with the Shore Line Museum of Branford, Conn., was found to match closely the style originally used. The badly corroded bases were essentially remade. To match the rather narrow width of 4175, the seat frames had to be cut down and reassembled. New end plates still need to be cast to complete the frames. New seat cushions were then made, using originals as patterns, and upholstered with rattan.

Various parts were remounted on the body of the car, bringing it much closer to completion, and making it nearly ready for final colors. The reassembly of the interior progressed as well, with the wainscoting and the window sash both installed.

Finally, the arduous task of scraping, rust treating, and painting the underbody was completed. Much of the original brake rigging, and other underbody equipment were still with the car



when it was acquired. These were removed and placed into storage, after their mounting positions were carefully recorded.

In another ongoing project to restore a car body from a significant New England system, progress continued on **Portland-Lewiston Interurban Car 14, Narcissus**. This year removal of the original varnish, with its overlay of white paint on the Santo Domingo mahogany woodwork, was completed in both motorman's compartments. As well, all of the interior window framing and window shade boxes have now been stripped, re-stained, and varnished. On the exterior, paint was removed from the car's wooden sheathing. Very late in the year work began on refinishing the interior sliding bulkhead doors.

During the year, work continued on Seashore's **Philadelphia-Camden line "Bridge" rapid transit cars**. Car 1023 had a second trolley pole and catcher installed, along with all associated wiring work so that it may be operated more easily at Seashore. The roof clerestory and 75 percent of the exterior sides were painted. All window sash was removed and cleaned, and all sills were repaired and painted. Destination side signs were similarly removed, repaired, and reinstalled. The air tanks

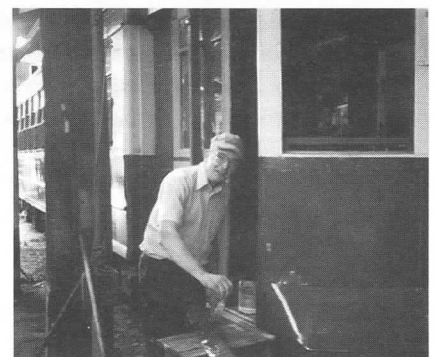
and brake components were removed, cleaned, tested, and painted. Ground shunts, long-removed from the trucks, were fabricated then installed.

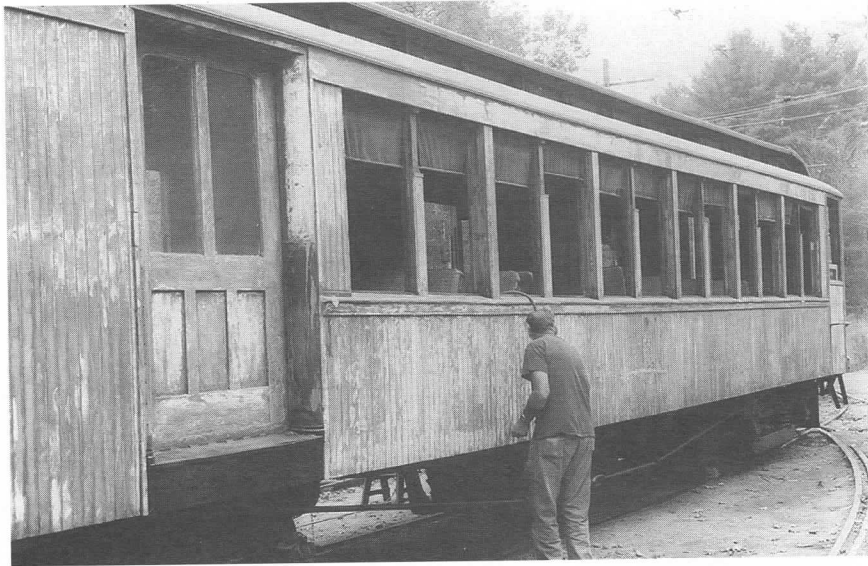
Inside the car, the headlining was thoroughly sanded and painted. The handstraps were re-sprung, cleaned, and reinstalled. Light fixtures also received attention. Headlining vandalism suffered long ago in Philadelphia was repaired with specially-ordered over-length masonite to avoid seams. Many components removed long ago, such as bell cord loops, ventilator knobs, fans, and car card racks were reinstalled, in some cases requiring fabrication from scratch. A host of minor operational problems also were solved during the year.

Sister car 1018 also received volunteer attention, including the addition of a trolley pole and considerable painting and weatherproofing. It will retain its latter-day appearance, in contrast to car 1023, which will be restored to as-new configuration.

Work performed on **Staten Island Rapid Transit car 366** during 1995 was largely aimed at stabilizing this car, with an aim toward eventual full restoration. The thoroughly rebuilt air compressor was reinstalled and the rehabilitated traction motors were returned after

**Above left:** Conrad Misek removes rust and paint from Philadelphia subway car 1023. DC  
**Above:** Misek uses a roller to apply a coat of protective paint to the subway car's roof. FM  
**Below upper:** Dann Chamberlin poses at the controls of freshly repainted Chicago 225. FM  
**Below lower:** Chamberlin applies finishing touches to the newly sprayed red on 225. FM





**Above:** Wayne Daggett sands the matchboard side of Aroostook Valley interurban 70. With exterior restoration nearly complete, the car should be repainted in maroon during 1996. DC

receiving work at an outside firm. Michael Hanna of Lynbrook, N. Y. generously donated some SIRT brass window frames from his personal transit memorabilia collection.

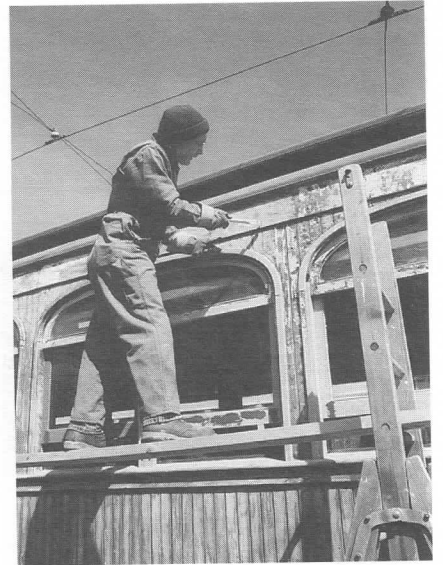
The slow but steady march of **Chicago Surface Lines "Old Pullman" No. 225** toward completion continued during 1995. Over the winter, the K-35 controllers were overhauled in the shop by a group of volunteers. In the summer, the car was moved to the Shop, where the project sponsor celebrated—if that is the appropriate term—his twentieth summer of work on the car.

The first phase of the summer work consisted of completing in both vestibules various small refinishing projects left unfinished a decade ago due to time constraints. Taking advantage of the absence of the controllers, the metal panels and wood trim behind them were stripped and refinished, as were the complicated metal tracks that guide the four-panel folding doors. The insides of the folding and sliding doors, and the stationary panel in each vestibule were sanded and given two or three coats, as required, of high gloss urethane varnish. Various deteriorated and missing small pieces of wood, and several pieces

of cracked window glass, were replaced during this phase of the restoration work by volunteers.

Once again, Frank Siranek of the Illinois Railway Museum has provided extremely helpful information, this time concerning the authentic colors used when Chicago Surface Lines operated the car. He informed us that the trucks, steps and almost all of the other underbody parts were not black, but olive green. A near-perfect match to the color sample he provided was obtained, and the steps and knee braces on all four corners of the car were primed and painted with two coats of high-gloss enamel in the correct olive green color.

Chicago Surface Lines always maintained simple striping on the sides and ends of these cars, a practice discontinued after the Chicago Transit Authority was created in 1947. The CSL striping was restored to the car for perhaps the first time in 40 years. A volunteer made and applied the stencils for the numbers, and the car now looks quite spectacular with the silver stripes and numbers contrasting with the bright red paint. Remaining to be applied during 1996 is an authentic Chicago Surface Lines logo decal to each side of the car.



**Above:** E. Mac Palmer uses a carbide scraper to smooth the car's letterboard. DC

Car 225 also became a TV star during 1995. On August 16, under brilliant sunshine, the car was towed out onto the shop lead, where its sponsor was interviewed alongside and in the car for the FX cable channel TV program "Personal FX".

The body restoration of car 225 is now basically complete. It also sports a new roof, new paint, has reprofiled wheels, new motor pinions, partially reassembled trucks and rebuilt vestibule floors and platform knees. The final phase necessitates raising at least \$10,000 for motor overhaul and associated shop work, which will involve sending the four motors to the Bangor and Aroostook Railroad shops, putting them back into the trucks, and replacing the main motor wiring. Upon completion of this last work one of America's most prominent streetcars will be fully restored and operational.

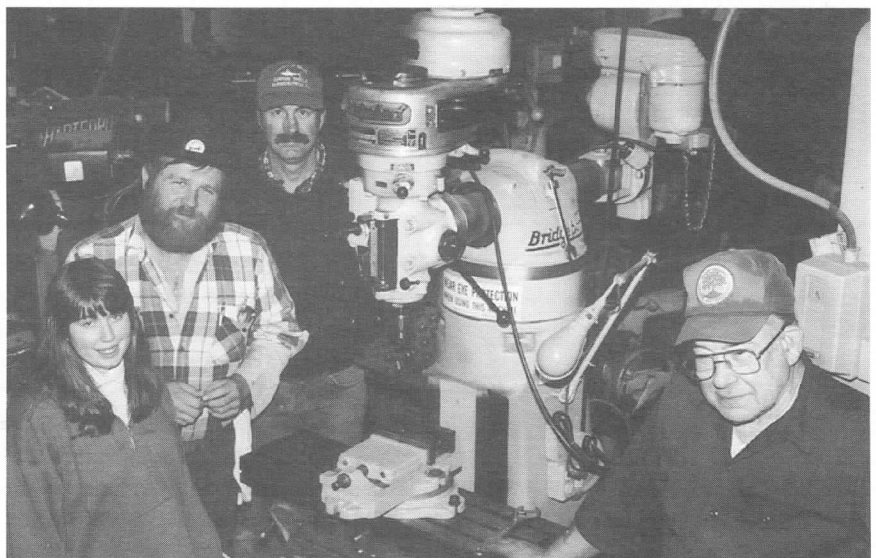
**Aroostook Valley Railroad combine 70** is a wood-bodied car built in 1912 by the Wason Manufacturing Company, a Brill subsidiary, in Springfield, Mass. When it was obtained by Seashore in 1946, with sister car 71, the cars were the largest in the collection. No. 52, a freight motor, was obtained at the same

time. All three cars moved by rail on their own wheels from Presque Isle, Maine, to North Billerica, Massachusetts where they were stored on a leased siding. The three Aroostook Valley cars were the ninth, tenth, and eleventh cars acquired by the Museum. The three cars were finally moved to Kennebunkport on Seashore's "Highway Monster" trailer in 1957 and 1958.

As one of Seashore's earliest acquisitions, and as an example of the development of wood interurban cars, No. 70 is particularly deserving of restoration. For that reason, several years ago the roof was extensively repaired and recanvased to start the process of reversing the effects of long outdoor storage and to bring this early acquisition up to exhibit standard. Even in its pre-restoration condition No. 70 has been a favorite for switching because as a 1200 volt car, it can move very gently on Seashore's 600 volts, and for the Halloween *Ghost Trolley* because of its unrestored appearance. (It is in excellent mechanical condition.)

Both shop staff and volunteers have worked on AVR70. All underbody metal has been painted. Cab windows have been rebuilt and reglazed. All exterior wood has been stripped of old paint, filled with epoxy where needed, and sanded to prepare for repainting. In the process, additional rotted areas were discovered, as well as a new understanding of some construction details. Removal of curved steel plate guards from the baggage door posts revealed that one wood post and adjacent framing was seriously decayed. New wood was shaped and installed and the area treated with wood preservative. Green paint was found as the first and probably original coat directly on the wood, under the baggage door guards, and elsewhere on the car. Unclear is whether it was a primer, an early color for the AVR, or color for some other line that did not buy the car.

When the crew attempted to remove the double arched side sash, they en-



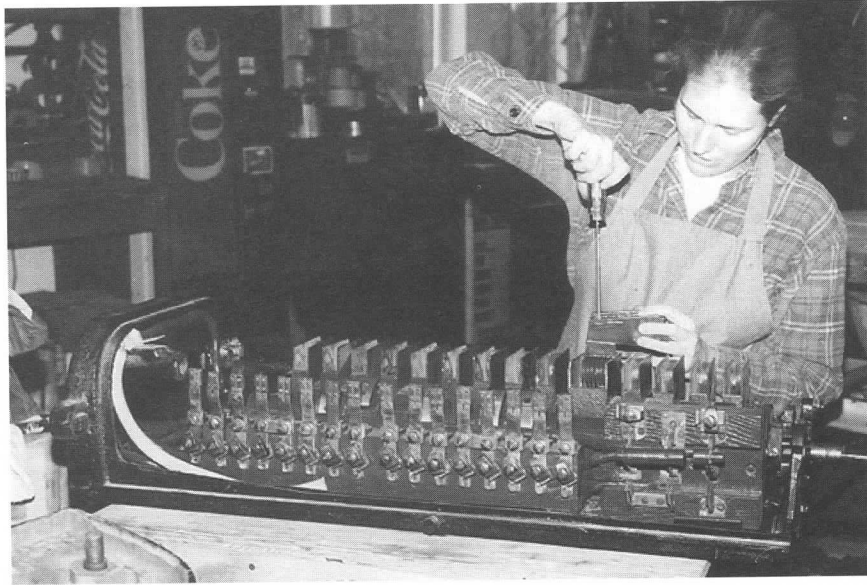
**Above upper:** A frequent scene is shifting cars to allow restoration to continue. Here Oshawa 300 pulls Long Island commuter car 4137 past Arundel Station on its way to the shop. TG

**Above lower:** Four members of Seashore's full-time staff pose around the newly acquired Bridgeport milling machine. From left they are: Bookkeeper Marie Bramblett, Conservation Shop Foreman Mike Simonds, and Conservation Technicians Gary Jenness and Ed Johnson. DC

countered a puzzle. On the "match-board" above the upper arched side windows, the wood grain was discovered to be horizontal, which led to the discovery that it was a single panel scribed to look like individual matchboards. This was the key to removal of the upper arched sash which needed to be rebuilt (as the lower rectangular sash have been). Previous to this discovery, the plan was to repair the arched sash in

place, as much as possible. All sash has now been removed, both the already rebuilt and refinished, and that still to be rebuilt, which sponsors hope to continue over the winter.

Sash removal allowed repair of some window sill areas with replacement wood or epoxy. It also facilitated application of primer on all exterior wood surfaces. It was necessary to complete this step before winter weather would



**Above:** Annie Cooney and Wayne Slayton lubricate the journal bearings of Montreal 957 during annual maintenance in the shop. **FM Left:** Lisa Alpers carefully reassembles a K controller for Connecticut open 303 after a thorough reconditioning of all its parts. DC

have forced a delay until spring. The baggage doors are also being refinished.

**Boston Elevated Railway Cambridge-Dorchester crane 0551** was in the shop for additional sponsored restoration/repair work during 1995. The massive crane turret was jacked up about a foot enabling the turret rollers to be removed. As it had not received proper lubrication for an extended period, one roller had not rotated for some time, developing a flat spot. Shop staff built it up with weld, then machined it to the proper dimensions.

Other tasks included cleaning and reinsulating the slip rings which carry current between the power source and the crane motor and controls. To complete the truck rebuilding begun a year earlier, the crew jacked the body from the non-motored truck. They then disassembled the truck to discover that the bottom 12-inch transom channel was badly corroded, so they replaced it with new steel. A group of volunteers scraped, sandblasted, primed, and repainted all of the components. New spring nesting plates were obtained from the Bangor and Aroostook Railroad shops.

No. 0551 has train air brakes which were repaired during the year. Their operator walked beside the crane and could apply the brakes by means of

ropes on either side of the car attached to the brake triple valve. Also, the crane load brake ratchet was removed and rebuilt by the Shop machinist.

A volunteer who is professional sign painter lettered both sides of the crane boom. ("Manufactured by Industrial Works-Bay City, Michigan"), matching the lettering found on 1901 crane 0504 from Boston's Orange Line elevated railway.

**Boston Elevated Railway tool car 0553**, built in 1911 by the Russell Car & Sweeper Company is the tender to crane 0551, and continued its restoration progress during the year.

Volunteers repaired the car's lighting, including both interior and marker lights. The lighting is supplied via a weatherproof fitting on the roof connected to the trolley pole installed several years ago. The pole has a wheel so the car can move back and forth while supplying power to the crane via a jumper cable. The pole is connected to the third rail buss feed although the shoes are disconnected for safety reasons (All changes made are reversible.)

A member is sponsoring the rebuilding of the leaky air system on **Cambridge-Dorchester subway car 0719**. The Shop staff has replaced many feet of pipe and fittings. Maintenance work

included servicing the compressor, correcting a problem with a controller's reverser, and replacing broken glass.

On **Boston Elevated Railway elevated car 0210**, work included cleaning the roof then repainting it with two coats of high-grade latex paint. Remarkably the roof canvas appears to be from very early in the car's life, leaving the superb craftsmanship of the roof work and the carefully applied copper trim clearly visible. This car, which arrived in 1994, is a time capsule largely untouched since its building in 1906. Volunteers made the car operable in multiple-unit with 1928 elevated cars 01000 and 0997, despite differing types of control.

**Boston Type 3 snow plow 5159** benefited from compressor repairs this year. As its GE CP28 compressor was blowing oil, it was exchanged for a rebuild from the Shop's compressor program. Subsequently, a volunteer rewound the bad armature, working in conjunction with Stevens Electric of Memphis, Tennessee. Volunteers also rebuilt a deteriorated sliding side door and repaired the center shear plow mechanism.

**Long Island Rail Road MP54 commuter car 4137** came into the shop, where it became the heaviest car ever placed on the pit. Shop staff members

and volunteers scraped and prepared the steel roof. Rusted out areas were carefully removed using the shop's plasma cutter and new steel was welded in place on both the car's upper and lower roof areas. Subsequently, the roof was coated with epoxy primer, then painted with durable gray Dupont Imron paint.

After **San Francisco Municipal Railway PCC car 1155** arrived, it quickly received considerable attention. The car was thoroughly inspected and lubricated, and surprisingly easily—given its years of dead storage in San Francisco—put back into operating condition. Volunteers thoroughly cleaned out the car, then derusted a large section of the roof, and touched up paint in various areas both to improve its appearance and to preserve it. Other work included repairs to the crank-operated windows and to the lighting system. Before the season was over, the car was operated frequently for both members and visitors. Longer term plans call for the car's restoration as **St. Louis Public Service Company no. 1726**, to provide representation in *The National Collection of American Streetcars* for that important city. San Francisco has long been represented by California Street Cable Car 48.

Another PCC to arrive during the year, then quickly benefit from conservation work, was **Southeastern Pennsylvania Transportation Authority (Philadelphia) no. 2709**. This car was obtained both to represent the important standard postwar all-electric PCC design and to provide a dependable car for regular public operation. However, before it could assume this role, its trucks needed to be converted from Philadelphia's 5' 2 1/4" track gauge to standard gauge of 4' 8 1/2". A group of volunteers worked to repeat a similar regauging project done some years earlier on Pittsburgh PCC 1440.

Essentially, the work undertaken on 2709 consisted of dismantling the car's Clark B-2 trucks and swapping the wheel and axle sets from a spare pair of standard gauge B-2 trucks from Boston.



**Above:** Boston PCC 3340, which was built by Pullman for Dallas, Texas, glistens in its freshly applied orange and cream colors. The car was turned out during the year by the dedicated group of volunteers who focus their efforts on the PCC cars in the Museum's collection. **FM Right:** Restoration volunteer and sponsor Fred Maloney removes rust from the roof of Boston PCC 3328, despite the July heat. DC

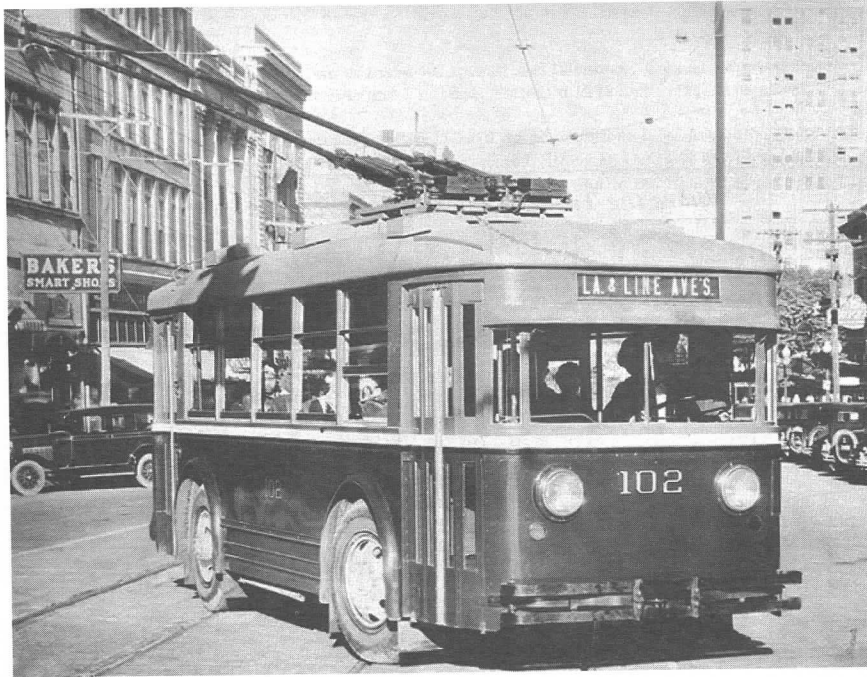


This approach preserved most of the components of the recently-rebuilt Philadelphia trucks. During the regauging, the combination rubber and coil primary suspension springs in the Philadelphia trucks were replaced with all-coil springs used on earlier PCCs. This suspension, combined with the solid wheels on the Boston axle sets was judged to provide optimum performance on Seashore's open track. During the rebuilding, other suspension components and bearings were renewed to enable years of low maintenance service. By early fall the car was in operation and awaited some limited corrosion repair work before becoming a regular in the passenger fleet in 1996.

Other cars in Seashore's large collection of PCCs advanced at the hands of

volunteers during the year. **Boston (ex-Dallas) PCC no. 3338**, obtained some years ago from a failed preservation effort in New Bedford, Mass., was transformed by the laborious removal of rust followed by repainting in Imron its final MBTA Mattapan-Ashmont line red, white, and gray scheme. The car was subsequently covered with a high quality vinyl-nylon tarpaulin to preserve it for possible sale to help fund much needed car barn space.

Sister **Boston car 3328** also was treated in the same program. Volunteers removed rust and paint from the roof, then prepared the surface and painted it with durable Imron polyurethane enamel. A number of broken windows were also replaced. In 1996, the car's repainting should be completed.



**Above:** This Ohio Brass photo, published in *Transit's Stepchild—the Trolley Coach* by Mac Sebree and Paul Ward shows how Shreveport 106 will appear when restored. Though rubber tired, it was built by streetcar builder Brill, using the same canvas-covered wood roof design.

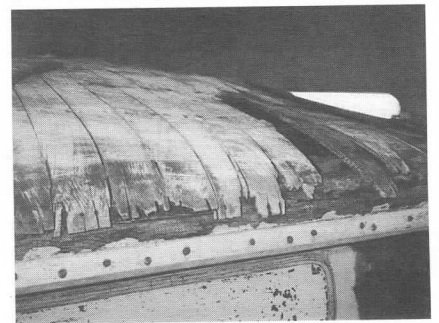
**Boston PCC 3037** progressed with completion of a previously begun roof repair job. After a long delay, some seven foot wide canvas was obtained to enable covering the roof authentically without the seam which would be required using standard canvas widths. Before the canvas was applied, the wooden roof structure was patched, and other roof fittings such as the trolley boards and ladder were rebuilt and refinished. Inside the car, areas were touched up or completely repainted, as needed. This car has also been covered with a high quality tarpaulin to protect the work recently completed.

Yet another Boston PCC, **All-Electric no. 3221** also received roof work. Progress included further paint and rust removal, and partial repainting of the roof with gray Imron.

Generous contributions from members enabled covering several other cars, in addition to those mentioned above, with durable tarpaulins, each of which cost approximately \$600. Cars so-covered include San Francisco PCC 1155;

Boston PCCs 3037, 3174, 3328, 3338, and 3344; and Ottawa 825. As an experiment, several other cars—including Knoxville 410, Pacific Electric 680, Key System 804, and a Walter crane truck—were covered by less expensive, and lighter “Griffolyn” tarps which have been used successfully by our friends at the Orange Empire Trolley Museum in California.

Volunteer work continued throughout the year on the restoration of **New York R-9 subway cars 800 and 1440**. Both cars have been made operational, by disabling the third rail shoes and installing one trolley pole on each car. The semaphore lights on the cars have been brought back into operation for the first time in 40 years, enabling combinations of red and white lights to be displayed. Steel work included some exterior patching and completion of welding in new steel to eliminate leaks around windows. Other work comprised replacement of some window glass, new aluminum window components, repairs to door tracks, and emergency signals.



**Above:** These views show the extent of wood deterioration, necessitating the rebuilding of 106's roof begun by shop forces in 1995. TH

Thanks go to Precision Coach Works for donating specially fabricated components used in tail light repairs.

**Third Avenue Railway (Manhattan-Bronx) lightweight car 631** was essentially completed in 1994, but several follow-up tasks extended into 1995. Many small but important details were completed so the car could become part of the visitor experience by summer. New motorman's seats were fabricated as were the motorman's night curtains. Signs and decals were installed by a sign professional both inside and out. Thereafter, the car appeared with increasing frequency in operation for Museum visitors.

**Eastern Mass Street Railway lightweight car 7005 (MTA 4400)** was brought to the Shop so that volunteers could undertake detailed examinations in preparation for the car's gradual restoration. Operating the car when it was moved to the Shop was a 76-year-old member and former Eastern. Mass. motorman, who had run similar cars when still in service. Many curatorial photos



of the car were taken. To determine underframe condition portions of the floor at one bolster have been removed. Subsequently, tarpaulins were purchased to protect the car. The sponsors hope to structure the project so that restoration can be done in small stages, in order to keep the car intact as much as possible. As with all projects, donations are necessary to bring the restoration activities into action.

**Shreveport, La., trackless trolley No 106** saw the beginning of an extensive conservation program in 1995 with the initial focus on replacement of its severely rotted roof. No. 106's wheels and steering column had been removed prior to its post-retirement use as a lakeside cabin. In order to move it to the Shop wheels and tires had to be installed for the first time in decades. Also, a missing front wheel bearing and retaining nut was located and a missing brake drum was reinstalled. The brake linings were frozen to the brake drums so each wheel had to be freed for the coach to roll freely. Since its steering column was missing and the coach could not be steered, movement was facilitated by using a fork truck to move No. 106—gently lifting under the front axle as changes in direction were required.

Once at the Shop, the rotted roof sheathing and supports were carefully removed and the process was thoroughly photographed both to aid in reassembly and to serve as a record of work performed. Though the roof was severely deteriorated and only a small percentage of the original wood could be saved, the metal roof components were in excellent shape so that no metal part will have to be replaced. The metal structure was thoroughly derusted, treated, and painted after which the new wooden roof rib inserts were fitted and replacement of sheathing began. Other work included the tedious removal of paint and wallpaper adhesive from the window glass as well as residential electrical wiring all dating from its days as a cabin.

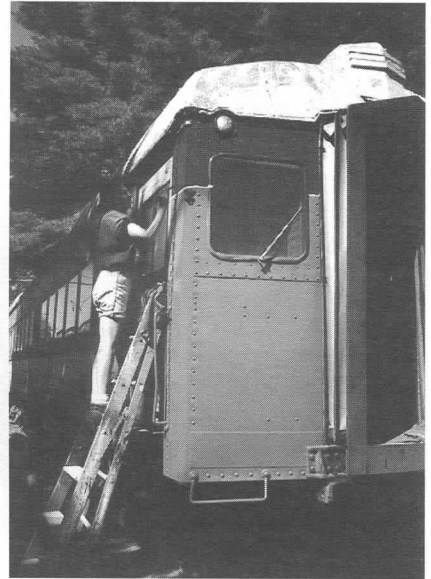
The **Ford Transit bus** was uncovered for the summer season. Despite two years of dead storage, some fresh fuel and a battery brought it to life as if switched off only the day before. The bus was then driven to the Shop and completely lubricated from front to rear. This resolved a persistently sticking throttle linkage and the rear axle can now be shifted between high and low range with ease. Some sections of the roof were prepared and retouched with paint.

Early in 1995 Seashore's promotional vehicle, **Brantford Ontario GMC "Old-Look" bus No. 627**, was brought back to the Shop to complete the valve job begun in the late months of 1994. These final adjustments and some repairs to the directional signals had No 627 inspected and once again ready to promote the Museum. Adjustments and other repairs continue as 1995 proved its most active promotional year so far.

New arrival **MBTAGMC "New-Look" bus No. 6169** received a thorough cleaning inside and out and its exterior was completely waxed. Also a tail light was replaced, a roll sign installed, and a sticky throttle repaired.

In preparation for a planned restoration program on **MBTA wrecker No. 1457**, the truck was removed from storage and preparations begun to make it operational. In recent years the truck had to be pull started and had developed numerous cooling system leaks. The starting system was overhauled with the installation of a rebuilt starter motor and repairs to the battery cables. Then focus turned to the cooling leaks. The radiator had been rebuilt some time earlier but had not been fully reinstalled. Further, years of having a leaking system had left pure water trapped in a pocket of the cooling system and during a hard freeze, the cooling jacket of the air compressor had ruptured.

The pump was removed from the truck and thoroughly overhauled in the shop, which included the replacement of the bakelite vanes and a careful brazing of the ruptured water jacket. Dur-



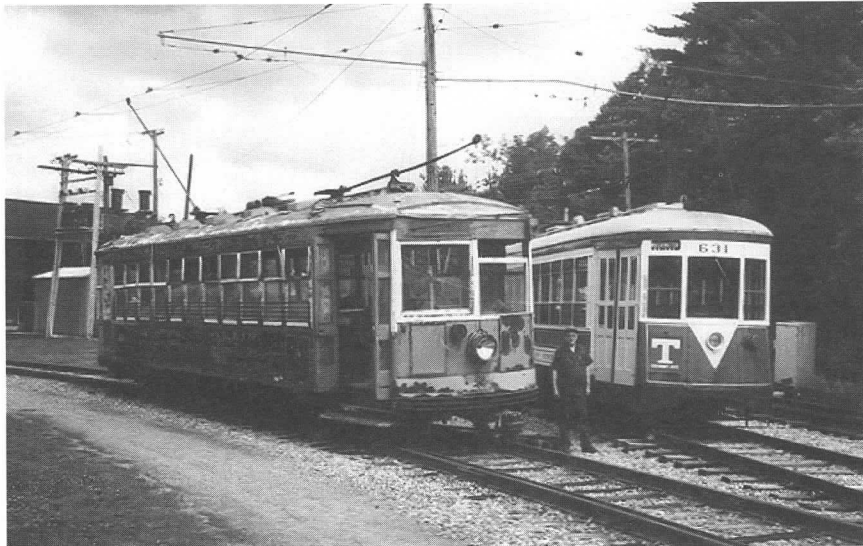
**Above:** Liz Cooney applies a coat of maroon to the end of Chicago, South Shore & South Bend interurban car 32. DC

ing reinstallation all of the drive belts and water hoses were replaced and a crossover cooling tube was brazed.

**Streetcar air compressor rebuild program.** This important program, conducted again this year by a mix of volunteer and paid labor during the colder months, progressed within the limitations of the very tight budget. The program is designed to take advantage of the mix of staff to rebuild compressors that otherwise might not have been able to receive attention so that there will be a group of spares should operating cars suffer compressor failures.

**Cost estimates.** A very important part of any prospective project, especially with the Museum's commitment to high curatorial standards, is the preparation of a scope of work and cost estimate. This involves spending hours or even days carefully recording the work needed and preparing a document covering best estimates, project phases and duration, plus material requirements. Once estimates are prepared, they can be used as a basis for fundraising campaigns or to plan labor allocation for projects which are already funded.

In 1995, estimates prepared included



**Above:** Arthur Duncan, a lifelong Seashore member and son of cofounder Charles Duncan, poses with New York 631 (right) a car whose restoration he sponsored, and Eastern Mass. 7005 (left) the next focus of his restoration efforts and financial support. FM

completion of the restoration of Boston Center Entrance car 6131 to determine the feasibility of completing it in time for the 1997 centennial of North America's first subway in Boston. Also undertaken was an estimate of work needed to restore fully Budapest subway car 18. Another covers the planned member-sponsored repainting of Chicago, Aurora & Elgin interurban 434. Preparation of estimates is extremely difficult given that each project has unique aspects. Improved record keeping in recent years has enabled using prior projects as a guideline, but the estimating process remains an art rather than a science.

**Shop staff changes.** Every business experiences staff turnover, but 1995 was a particularly active year among Seashore's restoration staff. Leaving this year were Richard T. Lane, Jr., who retired upon becoming eligible for full retirement benefits from his earlier career with the Pennsylvania Railroad. Also, Paul Szlyk, a recent college graduate, left, as he had planned since joining Seashore, to pursue a career in theater production. Paul de Hetre completed a truck driving course and moved to that field after several years of ground-

skipping and shop work. Finally, John Mazzei changed professions, moving to a sales position in the construction field. Seashore thanks all of these excellent contributors for their services, and wishes them the best in the future. Fortunately, those in the area remain active as volunteers.

Joining the staff were Ed Johnson, a very versatile machinist who recently retired from Costar in Kennebunk along with Andrew Tesseyman, an accomplished woodworker and finisher, Dave Howard, a metalworking specialist and longtime member Gary Jenness who covers both Shop and groundskeeping activities. Ed has spent a significant portion of his hours overhauling the many machines in the metalworking area, bringing them up to first-class shape.

**Safety.** Safety is an overriding concern in the industrial environment of the shop. Under both insurance and governmental guidelines, all who work in the shop, whether employees or volunteers, must observe the same safety procedures. Consequently, Seashore now requires all who do work in the Shop to be trained in the following areas:



**Above:** Al Jenness and son Gary, pose with Eastern Mass. St. Ry. 7005. Al operated 7000s and the two are raising restoration funds. FM

1. Hazardous material handling. Training is periodically conducted by representatives of the Maine Bureau of Labor Standards, in conjunction with Maine Employers' Mutual, our Workers' Compensation insurance carrier.

2. Machine operation. In order to operate powered equipment, each individual must be trained and documented as a qualified operator. This program is still in the process of development.

**Contract work for other organizations.** In order to help cover Shop overhead expenses, and in the spirit of helping other rail preservation organizations, the Museum occasionally accepts contract restoration work. In 1995, at least four such projects were active.

First, Seashore undertook work on 2-foot gauge trucks for open passenger cars acquired by our affiliated organization, Biddeford Station. The project entailed modifying the wheel profiles and suspension on these trucks to enable them to operate on the newly constructed line at Biddeford Station, in time for the Narrow Gauge convention to be held there in August. Work also included, replacement of bearings and general overhaul and was completed successfully in line with the needed schedule.



**Above:** Bob Hughes, David Gallagher, and Jim Schantz regauge one of Philadelphia 2709's Clark B-2 trucks by combining Philadelphia and Boston parts in the restoration shop. FM

**Right upper:** A crew pushes the regauged front truck of Philadelphia 2709 under the car as crane 0551 holds the body aloft. FM

**Right lower:** No. 2709, in operation following its regauging, poses in its red, white, and blue colors at the Visitors Center loop. FM



Our friends at another of the pioneering trolley museums, Connecticut Electric at Warehouse Point, approached Seashore for help with components of their Connecticut Company closed car number 65, very similar to Seashore's 1160. The first task was to overhaul the car's compressor, using parts provided by Connecticut Electric. Another project involved overhauling the car's trolley bases. New bushings and roller bearings were fabricated and installed. The Connecticut group had planned to ask Seashore's assistance with rebuilding of a truck, and proceeded so far as shipping it to Maine. However, policy and priority changes at that museum led to the project's cancellation, and the truck was returned to Connecticut.

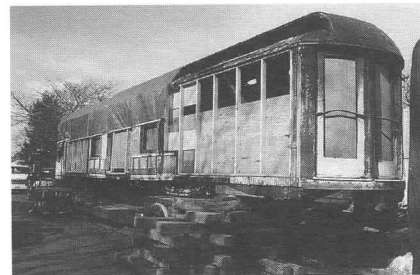
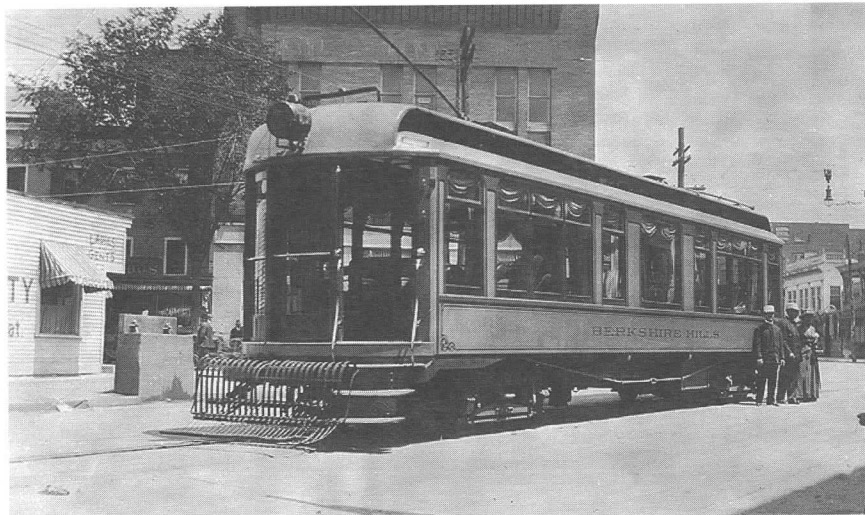
Seashore was also approached by the recently-founded Shelburne Falls Trolley Museum of central Massachusetts. As that museum contemplated seeking a federal grant for restoration of their carbody of Shelburne Falls and Colrain Street Railway combine No. 10, they requested Seashore's assistance in preparing a curatorial survey and restoration estimate. Seashore Shop staffers inspected the car and surveyed the body, which had been stored outside for over

50 years, then compiled the estimate on a contract basis. Fortunately, the group was successful in obtaining the needed grant, whereupon they requested that Seashore undertake the car's restoration. However, staff shortages and commitments to ongoing Seashore projects made this impossible, but the Museum is pleased to have been able to play a role in advancement of this new organization's preservation efforts.

Yet another new group approached Seashore for help, but from a location much further to the south. Representatives of Florida's Tampa and Ybor City Street Railway requested Seashore's help

in their project to restore for operation a Tampa Birney car body (similar to Seashore's nos. 1, 82, and 615). Seashore staff and members advised the group at length on issues important to their project, and agreed to sell a spare motor truck which would be rebuilt into a single truck suitable for the Birney. Proceeds of the sale will be devoted to the construction of a parts warehouse at Seashore, planned for 1996. The Tampa group asked if Seashore would undertake the truck rebuilding, but unfortunately staffing and priority considerations unfortunately made such a project unfeasible.

## Exhibit Acquisitions



**Left:** The full-length glass windows and doors at the end of the parlor car *Berkshire Hills*, added to its air of dignity and luxury, shown in the early 1900s in Great Barrington, Mass. **RA**  
**Above:** The car being unloaded at Seashore on March 13. Despite fire damage, the body remains straight and its lines distinctive. **DC**

**F**ive vehicles arrived at Seashore and were accessioned to the collection in 1995. Two were incomplete car bodies, two were serviceable PCC cars, and one was a bus.

### Philadelphia PCC 2709

First to arrive, on February 3, was Philadelphia PCC 2709, built by St. Louis Car Company in 1947. Recently rehabilitated, it was one of many prematurely retired when Philadelphia abruptly abandoned a large part of its remaining street railway operation in 1994, including all regular service by PCC cars. This particular car, recognized as being one of the best in the fleet, had been carefully maintained and protected in Philadelphia with the hope that it might ultimately be preserved. Of the 21 recognized variants of the nominally uniform PCC design developed by the Electric Railway Presidents' Conference Committee in the 1930s and 1940s, *The National Collection of American Streetcars* represented seven. No. 2709 was the eighth, and the only one of the postwar "standard" model as built by St. Louis. Of the 4978 all-time PCC cars built in North America, 1116 were of this group.

Resplendent in its latter-day red, white, and blue SEPTA paint scheme, Car 2709 was the first in some years to be

received by the Museum in nearly pristine, ready to run condition. Unfortunately, its trucks were Philadelphia broad gauge (5' 2 1/4"), so the car could not immediately be operated on Seashore's standard gauge railway. Fortunately, PCC trucks are sufficiently standardized that wheelsets and other components from Boston trucks made the conversion relatively straightforward, though arduous given the usual problems with rusted bolts and the like. Completion of the Talbott Park loop at the same time made practical the regular operation of single-end cars, as this and most PCCs are. As a result, Philadelphia 2709 became the first PCC to join Seashore's primary operating fleet.

### Parlor Car the *Berkshire Hills*

The *Berkshire Hills*, which hopefully will someday become one of the "crown jewels" of the collection, and surely one of the longest sought by the Museum, finally came to the property on March 13. One of the grandest of all the street railway parlor cars, it was delivered to the Berkshire Street Railway of western Massachusetts by the Wason Manufacturing Company in 1903. This interesting system, centered around the small city of Pittsfield, was the only one to operate in four states, and was connected to the New England interurban net-

work only briefly by a mountain route of somewhat heroic proportions that saw passenger service only during 1917-18. The *Berkshire Hills* apparently never ran on this route or on the rather marginal line from Vermont to New York. The parlor car also never saw much service on the city routes of Pittsfield, which were an independent operation for some years.

The main venue was a sporadic deluxe service from Pittsfield to Bennington, Vermont, which ended with World War I austerity in 1917. After some occasional charters between 1919 and 1922, the *Berkshire Hills* was stored inactive for a decade before being sold as a roadside diner just west of Pittsfield in 1932. After 20 years of prominent visibility, the car was encased in a brick structure in 1952, but continued to be watched by Seashore members.

In these later years, though there were some cuts in the structure for the diner application, the car was more or less kept intact, even with declining usage and changing ownerships. Efforts to obtain the car were unsuccessful until a fire that began in the adjoining cookshack did substantial damage in February of 1994. Though preliminary reports suggested that the damage to the car was severe, inspection by a Seashore curatorial party renewed hope

that things were fairly salvageable, and the owner offered the body for preservation, but demanded substantial funds for removal of the brick enclosing structure. The Seashore sponsors were encouraged to proceed, and some financial backing for the project was pledged in the local area.

With the assistance of donated crane services, volunteers from Seashore and the neighborhood plucked the Berkshire Hills from its tomb on a February weekend and set it on a flatbed trailer for subsequent transport. The trucking services several weeks later were donated by Pittsfield's John Marchisio Trucking Company, for which the Museum is extremely grateful.

### St. Louis PCC 1726

Of all the PCC variants, the 200 cars built for St. Louis by its local car works just before and after World War II were unique, reminiscent of the traditional penchant of streetcar companies for custom designs. As St. Louis was one of the very few major American cities not represented in *The National Collection of American Streetcars*, it seemed appropriate to conserve one of these to represent that city. St. Louis was the last U.S. city to abandon streetcars completely in 1966. A decade earlier, however, many of its newer cars were sold to San Francisco's Municipal Railway, which ran them for many years more with very little modification. Fortuitously for Seashore and others later on, all were converted to standard gauge from St. Louis' unique 4'10".

Much of the San Francisco PCC fleet was placed in storage after new Boeing LRVs were delivered in the late 1970s, but vandalism and corrosion took enough of a toll that the Muni decided to purchase and rehab Philadelphia cars when the surface streetcar line was to be revived on Market Street in the mid-1990s. Most of the stored cars were put up for auction in late 1994. All had been kept in a waterfront pier area; many left outside had become residences for home-



**Above:** In a typical San Francisco scene of the 1970s, two sister cars to Seashore's 1155 pass at the corner of 9th and Judah Street on the N line. Light rail cars serve the line today. **Left:** Seashore's St. Louis PCC 1726 shown at a yard in that city in a view from the 1950s. In 1958 the car would be sold to San Francisco where it ran for another 25 years. GF

less people and were badly deteriorated, but others kept in a building were better, even though in an environment infused with salt air. Seashore sent a representative to the auction, held remotely in Napa, 100 miles from the city, and was successful in bidding for what the locals felt was the best of the lot, no. 1155, formerly St. Louis 1726, built by St. Louis Car Company in 1946. In addition to its particularly good condition it retained a higher percentage than most of its St. Louis features.

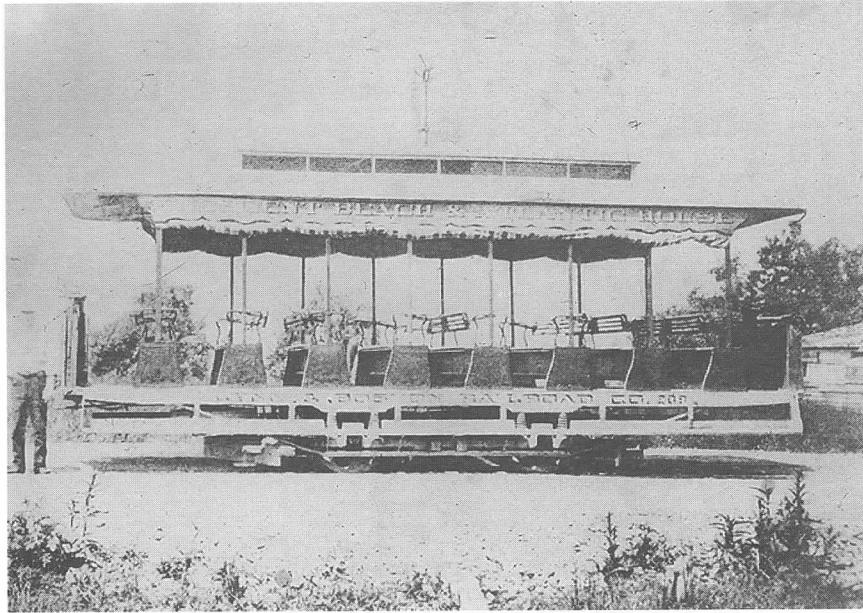
The Philadelphia PCCs being rebuilt for San Francisco's revived operation under contract by Morrison-Knudsen in Hornell, New York, were being trucked to the West Coast. A local trucking firm had built a special trailer expressly for this service, so Seashore arranged for 1155 to be brought as a backhaul on one of the trips delivering San Francisco's new generation of PCCs. After some storage in New York state until

the trucker needed to pick up a load in Boston, the car was delivered to Seashore in late March.

The car was covered by a heavy tarp by year end. When car barn expansion enables inside storage, the car will be refurbished and repainted in the striking red-cream-white St. Louis Public Service Company colors as that system's no. 1726.

### Boston GMC Bus 6169

Boston bus no. 6169 had been preserved at the Massachusetts Bay Transportation Authority (MBTA) for historic purposes, but came to Seashore after officials determined that it might be better preserved at the Museum. A classic example of the large and lengthy production of the General Motors "Dreamliner" or "fishbowl" design, later also called "New Look," bus 6169, built in 1967 was several times refurbished and maintained in excellent condition, so could,



**Above:** This photo shows the first electric car on the Lynn & Boston, an 1887 Brill open car. Lynn & Boston 3256, found built into a Lynn house, was a slightly later version of this design. HG

if necessary, be placed immediately in Seashore outreach service.

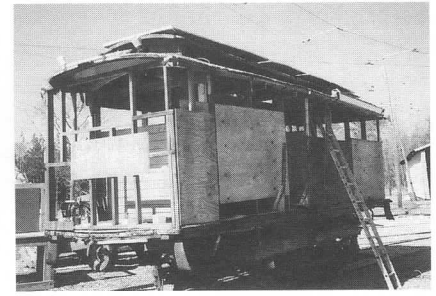
### Lynn & Boston Open 3256

A surprise discovery came later in the year when what appeared to be the shell of a horsecar or early electric car was identified in a house that was to be renovated in Lynn, Massachusetts. A curatorial team from Seashore evaluated the carbody, finding the number 3256, an open electric car, originally a

horse car, that had run on the Lynn and Boston Street Railway around the turn of the century, though much research remains to be done on its precise history. Most of the structure was complete, and the car was sufficiently different from anything in the collection from that era that it was deemed suitable for accession. Car 3256 was trucked to Maine and placed in stabilized storage, concluding the accessions for 1995.

Additionally, two more 1907 Type 3

**Below:** Boston MBTA bus 6169 leaves the Everett Shops for the last time ready to head up Route 1 to Maine. The three-hour trip turned heads as the bus passed through small towns enroute. TG



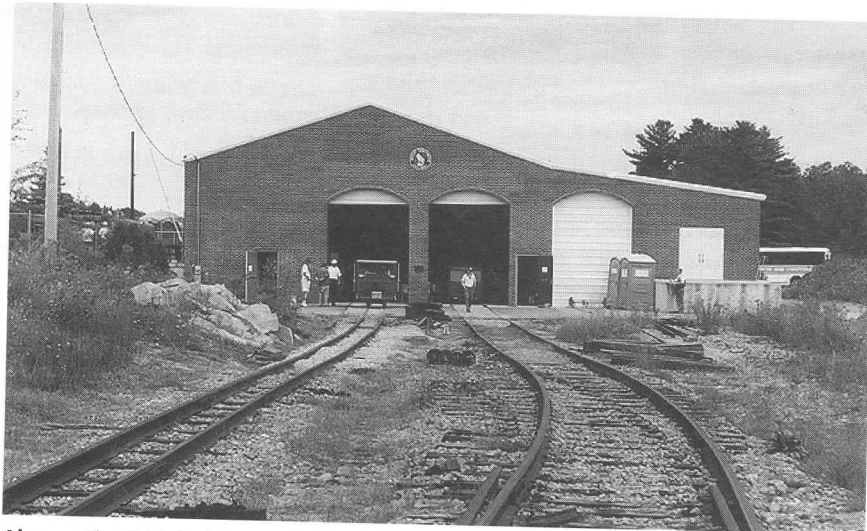
**Above:** No. 3256 being exposed in Lynn then being prepared for storage at Seashore. LK/MS

snowplows, Nos. 5106 and 5122, came from the MBTA in good operating condition—extraordinarily valuable acquisitions after 78 years of service. Not accessioned, they will be used for utility purposes, possibly allowing less-modified Type 3 No. 5154 to be restored as a passenger car, while 1994 acquisition No. 5159 remains in its current snow plow configuration.

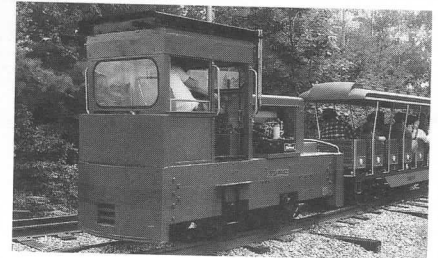
### Wood Cleat Escalator

An unusual exhibit acquisition during the year was a section of a 1914 escalator which had been in operation at the Downtown Crossing (Washington Street) station of Boston's Red Line since then. The last of many such early Otis escalators in transit stations, it featured rock maple treads, brass sheathing, and was powered by direct current traction equipment. The Museum obtained the bottom 15 feet of the escalator for eventual static display. Interestingly, the Smithsonian Institution in Washington had considered acquiring this escalator for preservation, but abandoned the project when they were unable to devise a feasible means of preserving the entire escalator.

# North Terminal Report



**Above:** The Biddeford Station building with 2-foot and standard gauge tracks approaching. RD



**Above:** Two views from the TFGOA visit. RD

**A**n enthusiastic group of Seashore members and investors in Biddeford Station, Inc., continue to support the project of developing the future North Terminal site at the end of Seashore's four-mile right-of-way in the City of Biddeford. Back in 1982, Biddeford Station was incorporated as a separate, for-profit corporation chartered to develop and operate Seashore's North Terminal, with a restaurant, gift shop, and small theater. These activities would complement Seashore's, yet permit development of the Biddeford site at no expense to the Museum. Significant blocks of Biddeford Station stock have been donated to Seashore over the years

by Biddeford Station's founders.

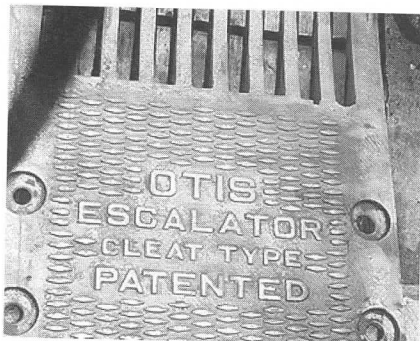
Much of the activity at Biddeford Station in 1995, was preparing for the Two-Foot Gauge Owners Association convention (TFGOA), which arrived in August. The TFGOA convention included Biddeford Station on its list of stops for the ride on the Great Northern Narrow Gauge Railroad, which is under construction there, plus the planned lunch at Biddeford Station. Seashore's Shop completed the rebuilding of one pair of trucks for the Chance seven-bench open cars, which had been completely stripped and repainted by members of the York County Model Railroad Club. In addition, the two-foot gauge

motor car was redone and repainted in time for the convention, and the Brookville diesel was repainted to match the rest of the equipment. Construction of Biddeford Station's main dining room was advanced to make it comfortable for the group, and by the time the buses arrived, everything was operating just as planned. The Convention group resulted in Biddeford Station serving 63 seated diners at one time: (50 in the dining room, the balance in the dining car) with a few others eating later. This was the largest number to date to eat at Biddeford Station.

The two-foot gauge track construction continued throughout the year, with the result that approximately 1400 feet of mainline track has been laid, all in 100 pound rail with wood ties and crushed stone ballast. Approximately 1480 feet of additional truck construction will be needed to complete the loop, meaning that construction is almost half done.

Building construction at Biddeford was minor in 1995. What was done was mostly finish work, preparing the dining car, dining room and caboose for the convention group. Some interior work was done in preparation for the major program of exterior construction planned for 1996.

**Below and right:** Dan Cohen poses with components of the Otis Cleat Type escalator from a Boston subway station. The name plate remains clear after 80 years in service. DC



## Corporate Information

## Trustees and Officers (As of December 31, 1995)

### 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.

### Corporate Office

#### 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  
Restoration Shop:  
207/967-2540

#### Internet

World Wide Web:  
<http://www.biddeford.com/trolley>

E-Mail:  
[carshop@biddeford.com](mailto:carshop@biddeford.com)

### Corporate Affiliations

American Association for State &  
Local History  
Association of Railway Museums  
Biddeford-Saco Chamber of  
Commerce  
Greater Portland Convention &  
Visitors Bureau  
Kennebunk-Kennebunkport  
Chamber of Commerce  
Maine Association of Museums  
Maine Publicity Bureau  
National Trust for Historic  
Preservation  
Tourist Railway Association, Inc.  
Tourist Industry Network  
American Bus Association

### Member Trustees

**D. Thomas Bergen**  
**Daniel R. Cohen**  
**James H. Davis**  
**Ralph L. Day**  
**Peter Folger**  
**Todd S. Glickman**  
**Robert F. Hughes**  
**Paul Kochs**  
**Conrad Misek**  
**George M. Sanborn**  
**Stephen F. Santarelli de Brasch**  
**Thomas O. Santarelli de Brasch**  
**James D. Schantz**  
**Burton B. Shaw**  
**Roger E. Somers**

### Public Trustees

**Bradley H. Clarke**  
**Raymond G. Dilley**  
**John R. LaFlamme**  
**William D. Middleton**  
**Dwight B. Minnich**  
**Robert M. Nadeau**  
**Karen Peterson**  
**Jeffrey N. Sisson**  
**Christopher E. Zearfoss**

### Senior Trustees

**William A. O'Brien**  
**Clayton D. Sargent**

### Corporate Officers

**James D. Schantz**  
Chairman, Board of Trustees  
**Ralph L. Day**  
President  
**Roger E. Somers**  
Vice President  
**Donald G. Curry**  
Museum Director & General  
Manager  
**Jeffrey N. Sisson**  
Treasurer & Comptroller  
**Cecilia B. Clapp**  
Corporation Secretary & Assistant  
Treasurer  
**Henry Dickinson, Jr.**  
Membership Secretary  
**Wayne T. Adams**  
General Counsel & Clerk of  
Corporation



# Management

(As of December 31, 1995)

## Administrative Officers

**D. Thomas Bergen**

Director of Development

**Donald G. Curry**

Senior Curator

**Paul Kochs**

Curator of Railway Collection

**Thomas O. Santarelli de Brasch**

Curator of Buses and Trackless Trolleys

**William A. Pollman**

Assistant Curator, Rapid Transit Cars

**Jeffrey N. Sisson**

Curatorial Research

**Michael W. Simonds**

Conservation Shop Foreman

**Frederick H. Burns**

Librarian

**George M. Sanborn**

Museum Archivist

**Janet J. Pillsbury**

Manager of Marketing and Special Events

**Judith Warner**

Museum Store Manager

**Lauraine K. Cooney**

Food Service Manager

**Scott J. Hooper**

Superintendent of Railway Operations

**John H. Grieve**

Assistant Superintendent of Railway Operations

**John Mazzei**

Yardmaster

**Peter G. Wilson**

Superintendent of Track Construction and Maintenance

**Frederick J. Perry**

Superintendent of Overhead Construction and Maintenance

**Robert F. Hughes**

Manager of Operations Safety & Training

**Roger E. Somers**

Assistant Manager of Operations Safety & Training

**Todd S. Glickman**

Manager of Vehicle and Rail Safety

**Robert Ireland**

Fire Prevention Officer and Interim Industrial Safety Officer

**Chester E. Bishop**

Superintendent of Signals

**Richard H. Avy**

Superintendent of Communications

**Robert E. Kelly**

Museum Newsletter Editor

**O. R. Cummings**

Historian

**Dwight B. Minnich**

Manager of Collections Development

**Daniel R. Cohen**

Equipment Materials Manager

**William A. Pollman**

Assistant Equipment Materials Manager

**A. Marie Bramblett**

Bookkeeper

**Donald K. Black**

Museum Photographer

**Henry Dickinson, Jr.**

Public Relations Representative

**George F. Braun**

Manager of Brochure Distribution

**Dorothy Braun**

Assistant Manager of Brochure Distribution

**George M. Sanborn**

Manager Special Projects

**E. A. Silloway**

Special Representative, Boston Operations

**William M. Dox, Jr.**

Special Representative

**Yuichi Sakamoto**

Representative in Japan

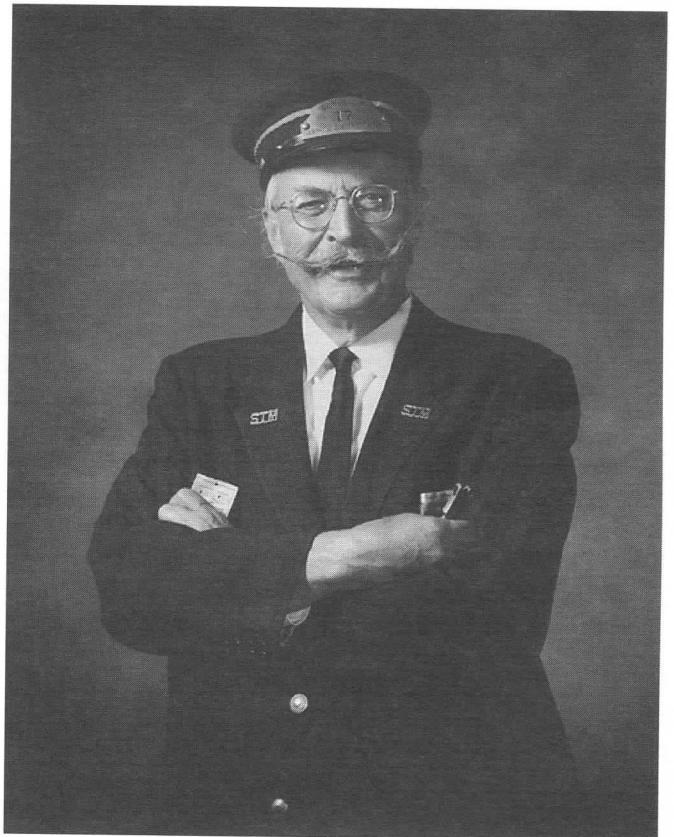
## Honorary Officers

**Dwight B. Minnich**

General Manager Emeritus

**Burton B. Shaw**

Superintendent of Railway Operations Emeritus



**Above:** The Museum community was saddened in 1995 by the passing of Senior Trustee and President Emeritus Henry Bowen Brainerd, who had been a Seashore stalwart since joining in 1941. He had an encyclopedic knowledge of early traction, was a longtime Trustee and officer, and labored for decades to publicize the Museum. SL

# Museum Contributors

In recent years the cost of operating the Museum year round has continued to grow, and the Museum has launched an annual General Fund Campaign. The response of members and friends has been gratifying, bringing amounts of roughly \$15,000 to \$20,000 each year, which has helped fill the budget gap, and for which the Museum is extremely grateful. In the past several annual reports the donors to these campaigns have been listed. But also worthy of recognition are the hundreds of donors who contribute to all areas of Seashore's operation throughout the year. In 1995, the total amount of contributions to all programs was approximately \$465,000, of which nearly \$270,000 was cash, \$55,000 represented contributions-in-kind (donations of goods or material), and \$96,000 represented the tax-roll valuation of the residence bequeathed to the Museum by longtime member Alexander van Cortlandt Hamilton V. This year, we are recognizing here all of the individuals and organizations who gave at least \$50 and helped make Seashore's operation and advancement possible in 1995.

The Board of Trustees of the Seashore Trolley Museum gratefully acknowledges the contributions of the following members and friends:

## The 1995 Seashore Donor Honor Roll

### Donations of \$10,000 or more

Estate of Alexander van Cortlandt Hamilton V  
Elenore C. Howe  
Richard F. Howe  
Frederick J. Maloney  
Casey Albert T. O'Neil Foundation  
James D. Schantz  
Estate of Edward Stowe

### Donations from \$5,000 to \$10,000

Roman F. Arnoldy  
Daniel R. Cohen  
High Meadow Foundation  
Petricca Industries  
Frederick Mungan  
William A. Pollman  
George M. Sanborn  
Roger E. Somers

### Donations from \$1,000 to \$5,000

William J. Bateman  
George Burdick  
Cedar Rapids and Iowa City Railroad  
Precision Arc Company  
Paul A. Cook  
Donald G. Curry  
Vernon W. Davis  
Ralph L. Day  
Arthur G. Duncan  
Farebox Contributions from Public  
Gordon L. Fisher  
Todd S. Glickman  
James Hamlin  
Hill Bank and Trust Company  
Robert F. Hughes  
Estate of Robert A. Ireland  
Robert E. Kelly  
Robert S. Korach  
John Marchiso Trucking  
McGraw-Hill Foundation  
Dwight B. Minnich  
Conrad Misek

The Monarch Corporation, Inc.  
New Jersey Electric Railway Historical Society  
NRHS- Lehigh Valley Chapter  
Winfield D. Peck  
Herbert Pence  
Frederick J. Perry  
Arthur E. Pew  
Newton K. Pratt  
George T. F. Rahilly, MD  
Edwin B. Robertson  
Thomas Santarelli De Brasch  
Estate of Mark J. Scannell  
Burton B. Shaw  
Elwin A. Silloway  
Michael W. Simonds  
Jeffrey N. Sisson  
Robert Terhune  
Anonymous Donations (Total)

### Donations from \$500 to \$1,000

Harry B. Adams  
A. T. & T. Foundation  
Baker Newman & Noyes  
Chester E. Bishop  
Fred H. Burns  
Howard D. Butler  
Patrick Butler, Jr.  
John T. Derr  
John Fancy  
Harrison A. Fitzpatrick  
470 Railroad Club  
Barker Gummere  
IBM International Foundation  
Edwin G. Johnson  
Kennebunk Savings Bank  
Frank LaPrise  
Hervey Lesch  
Kenneth P. Lynch  
Maine Lubrication Services  
Charles Misek  
Winford T. Nowell  
NYNEX  
E. Macdougall Palmer  
American Safety Razor Company  
James F. Reardon

Stephen Santarelli de Brasch  
Lawrence D. Scheu  
Jacob Schmidt  
Ellen W. Shaw  
David W. Short  
Russell Bancroft Silva  
Henry Szabelski  
James E. Tebbetts

### Donations from \$100 to \$500

James P. Allen  
Bert Andersen  
John Arico  
Chuck Aronovitch  
Alex J. Azary  
Joseph J. Balsama  
Ocean National Bank  
John B. Barr  
Richard C. Barrett  
Richard F. Begley  
Louis F. Bell  
Berkshire County Deputy  
Lawrence M. Blanke, Jr.  
Mervin E. Borgnis  
Craig M. Borst  
William T. Bownas  
A. Dale Braeuninger  
Steven A. Bramblett  
Bill Brandt  
William E. Brandt  
Joseph F. Braun  
H. Richard Brew  
Debra Brill  
Tim Brooks  
Peter J. Bruno  
Chandler Burpee, Jr.  
Phillip B. Bush II  
Peter M. Butler  
Calvin L. Caler  
Gilbert P. Camp  
Frederic P. Carter  
A. Paul Castiglione  
Dann Chamberlin  
Everett A. Chapman  
Peter Charow  
Chemical Bank  
Lester S. Clark  
Bradley H. Clarke  
Clifford Of Vermont, Inc.  
Charles Coldwell  
John J. Collins

Joseph F. Corliss, Sr.  
 John W. Coyle III  
 Robert E. Cumbey  
 O. Richard Cummings  
 Arthur S. Curran  
 Russell W. Cushing  
 Henry W. D. Bain  
 Dana A. Daggett  
 Dr. Richard L. Day  
 Ken F. DeCelle  
 Deering Lumber Inc.  
 Michael S. Deghetto  
 Harry Donahue  
 Lewis A. Dresner  
 Lee Duncan  
 James J. Earl  
 Stephen E. Eastman  
 Thomas R. Ebright  
 Kevin T. Farrell  
 W. Ward Fearnside  
 Ficom Corporation  
 Robert W. Fitzgerald  
 Robert M. Fortier  
 Rev. Alvin C. Foster  
 John H. Gannett  
 General American Trans.  
 Corp.  
 Warren R. Gay  
 John A. Goodwin  
 Charles A. Griffith, Jr.  
 Great Northern Printing Co.  
 Robert A. Hall  
 Dr. Harvey E. Heiges  
 Scott J. Hooper  
 Charles Hughes  
 Thomas H. Hughes  
 Guy F. Hunter, Jr.  
 John Janas  
 Gary Jenness  
 David L. Johnston  
 George W. Jones  
 Douglas R. Jordan  
 Eliot M. Kaplan  
 Ms. R. L. Kaufman  
 John E. Kearns  
 John F. Keavy, Jr.  
 Laurence F. Kehoe  
 George F. Kelleher  
 Harold B. Kelley  
 Leroy O. King, Jr.  
 Dana A. Kirkpatrick  
 John Thomas Kittridge  
 David E. Klein

Fred Klyver  
 David C. Kornechuk  
 Kenneth G. Kunz  
 Harold A. Lambert  
 Richard T. Lane, Jr.  
 David C. MacDonald  
 Robert A. MacFadgen  
 Irene F. Malachowski  
 Thomas C. Marshall, Jr.  
 Bernard Martin  
 Laforest E. Mathews  
 Thomas L. McNamara  
 Edgar T. Mead  
 Robert C. Melcher  
 Raymond W. Melzer  
 Ara Mesrobian  
 John L. Middleton, Jr.  
 William Middleton  
 Robert A. Moore  
 William Mosteller  
 Philip J. Mulligan  
 Amy I. Mumm  
 Newren Management  
 Ronald E. Newton  
 William A. O'Brien  
 Stanley J. Orłowski  
 Foster M. Palmer  
 Theodore W. Palmer  
 William Parsons  
 Robert W. Pearson, Jr.  
 Lucien B. Phinney  
 Jan J. Pillsbury  
 Edward R. Pomeroy  
 PPG Industries Foundation  
 Bob Preble  
 Matthew Pujo  
 Christopher Randall  
 Joseph R. Razek  
 Robert J. Reich  
 Charles C. Robinson  
 Gary S. Roboff  
 E. J. Rolling  
 Richard A. Russell  
 Geerhard Salomon  
 Fred Sanner  
 John J. & Valerie Scannell  
 David J. Scannell  
 Brooke Schumm III  
 Donald T. Scott  
 Joseph T. Shea  
 Peter J. Shelsy, DDS  
 Carl A. Sherblum, Jr.  
 John Sikorski

Joshua L. Smith  
 C. William Stamm  
 Douglas Stewart  
 Ann Stockbridge  
 Carl F. Swanson  
 Richard V. Tabelaing  
 Edson L. Tennyson  
 Roger G. Tobin  
 Howard W. Tower  
 Roger D. Traubert  
 Daniel M. Twoney  
 W. Allan Vaughn  
 Llyod Vernon  
 Vidbell's Olde Tyme Circus  
 Wagner Car Company  
 Grant D. Whipple  
 Everett A. White  
 Helena E. Wilkening  
 Peter Wilson  
 Peter G. Wilson  
 M. Dwight Winkley  
 Edward Winslow  
 William F. Wright  
 Robert N. Young  
 John C. Zwingli

**Donations from \$50 to \$100**

Douglas P. Adams  
 A. Douglas Allen  
 Duncan W. Allen  
 R. Otto Amann  
 Rev. J. Anderson Sack, Jr.  
 Anonymous  
 William R. Arnold  
 Stewart B. Atkinson, Jr.  
 Raymond H. Atwood  
 Joseph A. Bagnell  
 Charles A. Bailey  
 Roger M. Batchelder  
 Jonathan Belcher  
 D. Thomas Bergen  
 Rev. David M. Boston  
 Paul Boucher  
 William H. Brooke, Jr.  
 Charles A. Brown  
 Dan T. Brown  
 Joseph Byrne  
 Michael J. Carroll  
 Robert V. Cauchon  
 Mary Lee Cook  
 Elizabeth Cooney  
 Carl F. Corsello

Richard Cosgro  
 Richard H. Cousineau  
 William M. Dox, Jr.  
 Edward Dunlap, P.E.  
 Stephen C. Dvorak  
 Richard E. Edling  
 Lawrence Egel  
 George T. Ehrman  
 Robert W. Emerson  
 George H. Emmons  
 George A. Forman, Jr.  
 Dr. Andre Fortier  
 Chester Gabriel  
 William B. Garrison  
 James K. Gibson  
 Kinsley M. Goodrich  
 James M. Gorman  
 Pria Graves  
 James V. Gueli  
 Gail Haggard  
 C. William Hale  
 Howard E. Hall, Jr.  
 Lillian E. Hammond  
 Philip Hansen  
 William Hawkins  
 Joesph R. Hazinski  
 Helen Heffner  
 Ronald Scott Heiderich  
 Steven Hemeon  
 J Wallace Higgins  
 Lester W. Holt  
 Robert L. Holt  
 William D. Jackson  
 Robert J. Janack  
 Karl F. Johnson  
 Lee D. Johnson  
 Keiver-Willard Lumber  
 Company  
 Robert A. Kennerly  
 Dr. Carl J. Kinnell  
 Charles W. Kinzer  
 Thomas Knust  
 Robert W. Kohanski  
 Kennebunk Historical  
 Society  
 Lillian B. Krov  
 Douglas F. Kydd  
 John R. LaFlamme  
 Albion R. Lane, Sr.  
 Laurel Ridge Rehab  
 Employees  
 William H. Legenhausen  
 David T. Lehman

# Financial Report

Michael C. Lennon  
 Fred Lindner  
 John A. Mahoney  
 James A. Marino  
 Anthony Masulaitis  
 Lois J. Mawby  
 Thomas McBride  
 David L. McNeil  
 Edward C. Miller, Jr.  
 John W. Mills, MD  
 Samuel H. Morgan  
 Donald F. Morrison  
 Channing H. Morse, Jr.  
 Henry I. Morton  
 New England Sinai Hospital  
 Norton Company  
 Foundation  
 Wendell R. Nygren  
 Joseph A. O'Mahoney  
 Everett H. Palmer  
 Eleanor Parker  
 Alan B. Parks  
 Priscilla C. Payne  
 Otto Petsch  
 Pfizer, Inc.  
 Charles R. Pidacks  
 Donald W. Pierce  
 Ellsworth W. Piper  
 James F. Powers  
 Dorothy M. & Jerome  
 Preston  
 John F. Prior  
 Charles Publicover  
 Elizabeth A. Rankin  
 Elmo S. Rebsamen  
 Frank Redington  
 Ralph J. Reed III  
 Thomas E. Remsen  
 Wallace Richards

Fred Richardson  
 Mike Rieker  
 Anne W. & John F. Rockett,  
 Jr.  
 William H. Salter  
 John D. Sanders  
 Margery R. Schunk  
 George A. Sefranek  
 Rowland Sharp  
 Edward G. Skuchas  
 Professor George M. Smerk  
 Jack P. Smith  
 Alton G. Snowdon  
 Estate of H. Stephen Spacil  
 Robin E. Spock  
 Dr. Jane Starr  
 Julia Mary Starr  
 Nathan Starr  
 Robert M. Starr  
 William Starr  
 James A. Stevenson  
 Ronald Stonebraker  
 Theresa A. St. Pierre  
 Allan W. Styffe  
 Mark E. Sullivan  
 Joan P. Szczepkowski  
 Mr. & Mrs. E.M. Talbott  
 Douglass Taylor  
 George Terwilliger  
 John Stearns Thomsen  
 George A. Uhlam  
 LTC James A. Vaitkunas  
 Eugene Victory  
 Harold J. Volpe  
 David L. Waddington  
 Donald M. Waldron  
 Bruce P. Wells  
 Alan J. Whitaker  
 Edwin F. Whitney

The audited financial statements for fiscal year 1995, as produced by the Society's chief financial officer and reviewed and verified by the independent auditors, Baker Newman & Noyes of Portland Maine, are presented on pages 36 through 40. This firm is 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.

As illustrated in the line graph of Figure 1, total support and revenues decreased 21.2 percent, from \$1,391,834 in 1994 to \$1,096,716 in 1995. These figures include both cash and non-cash elements. The cash element was \$651,444 in 1995 vs. \$660,526 in 1994, a much less severe decrease, of 1.4 percent, and a 24.3 increase from the \$524,264 in 1993. Cash support included contributions and grants, and cash revenues includes dues, admissions, auxiliary sales, investment, and miscellaneous income. Non-cash support included contributions-in-kind and contributed services.

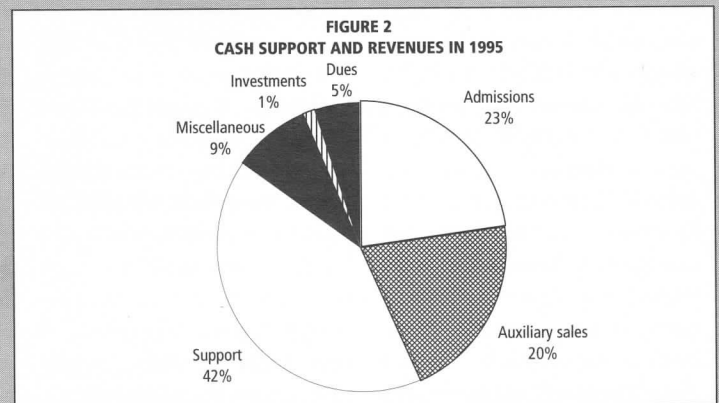
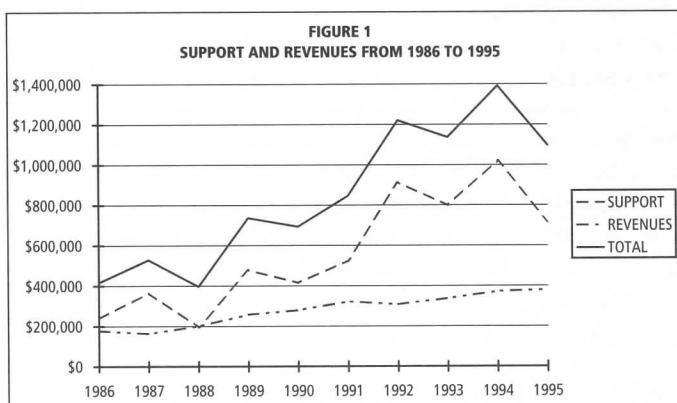
The distribution of the cash portion of these support and revenues is given in the pie chart of Figure 2. Cash support represented 42 percent of total cash income, with cash revenues representing 58 percent. Each of these is from the Statement of Support, Revenue and Expenses, and Changes in Fund Balances on page 37, and will be discussed below.

**Cash Support:** Total cash contributions declined by 4.4 percent in 1995, \$257,953 vs. \$268,816 received in 1994. In spite of the decline, this was the second highest level of cash contributions and bequests ever received by the Society in one year. Total cash contributions include contributions by the public in the form of cash deposited by visitors into fareboxes around the museum. These increased from \$2,030 in 1994 to \$2,470 in 1995.

Total cash contributions also include a \$1,150 donation to the newly established Endowment Fund. This fund is reserved for donations specified by the donor for endowment purposes where the funds remain in perpetuity, unless the donor otherwise specifies a time or event limitation. These funds are to be invested, with the interest obtained used for museum operations, or for any other purpose specified by the donor.

A \$13,500 unrestricted grant was received in 1995 from the Casey Albert T. O'Neil Foundation and was used for general operations. As this grant freed up funds budgeted for expenses, the Board of Trustees set an equivalent amount aside for improvements to ensure that the workshop is in full compliance with state and federal environmental regulations.

**Cash Revenues:** Annual membership dues remained essentially equal to those of 1994, \$23,453 vs. \$23,544. A new dues revenue category was added to the financial statements in 1995, namely that of Life Member-



ships. Heretofore, life membership dues received, which are based on a 25 year horizon, were amortized each year with 1/25th of those dues being regarded as current income. However, starting in 1995, life membership dues are recognized in full as current income and directly transferred into a Board Restricted Endowment Fund. Similar to the Endowment Fund, this fund was established by the Board of Trustees and the funds will maintained in perpetuity and invested, with the interest used for museum operations. In 1995, \$8,746 in life memberships received in 1995 and prior years were so recognized and transferred.

Revenues from admissions and auxiliary sales declined by 4.0 percent, from \$293,392 in 1994 to \$281,606 in 1995. Part of this decline can be directly attributed to a decline of 12.6 percent in museum visitors during 1995. In 1995, 34,218 members of the general public visited in 1995, compared with 39,159 in 1994 and 31,919 in 1993.

Examining the components of the revenues from public operations, admission revenues essentially remained level between 1994 and 1995. These revenues were \$148,722 in 1995, a small 0.2 percent decrease from the \$149,089 received in 1994, but a 17.4 percent increase from the \$126,628 received in 1993. The following breakdown of museum attendance and admissions revenues in 1995 by basic categories, and the comparisons with 1994, are of special interest.

Category	1994		1995		Change	
	Visitors	Revenue	Visitors	Revenue	Visitors	Revenue
Regular	28,785	\$111,700	25,230	\$116,908	-12.35%	4.66%
Special Event	4,422	13,680	2,952	9,467	-33.24%	-30.80%
Group	5,952	23,709	6,036	22,347	1.41%	-5.74%
<b>Total</b>	<b>39,159</b>	<b>149,089</b>	<b>34,218</b>	<b>148,722</b>	<b>-12.62%</b>	<b>-0.25%</b>
Adults	28,820		26,229		-8.99%	
Child	10,339		7,989		-22.73%	

The drop in the number of visitors is believed to be due to several factors, including a large increase in the admission rate and the hot weather of July and August, which is more conducive to beach visits. After the reduction in visitors due to the increased rate was verified, the rate was adjusted to a smaller increase. While the largest component of visitors, those classified as regular, dropped significantly, by 12.4 percent, regular admissions revenues actually increased, by 4.7 percent.

Special events hosted by the museum, which includes events such as the Ghost Trolley, Circus, Chilifest, and Christmas Prelude, among others, did not fare well in 1995 compared with 1994. Visitors in this category dropped by 33.2 percent and admissions revenues dropped by 30.8 percent, from 1994 levels. The number of visitors from group tours

increased by a modest amount of 1.4 percent, but group admission revenues declined by 5.7 percent. This was due to additional complimentary groups and group discounts.

Auxiliary sales revenues to the public, including Museum Store on-premise and soda sales (but excluding mail order sales for purposes of this analysis) and food sales decreased by 6.1 percent from 1994, but remained essentially the same compared with 1993. These revenues were \$125,292 in 1995, \$133,377 in 1994 and \$125,418 in 1993.

While not related to the number of visitors, Museum Store mail order sales were \$7,592 in 1995, compared with \$10,537 in 1994 and \$3,488 in 1993. Taken together, all auxiliary sales revenues totaled \$132,884 in 1995, a 7.9 percent decline from the \$144,303 received in 1994, but 1.8 percent higher than the \$130,486 of 1993. Auxiliary services expenses during 1995 were \$126,053, resulting in a net gain on sales of \$6,831, or 5.1 percent of total sales. During 1994, there was a net gain on total auxiliary sales of 7.8 percent of total sales, and during 1993, a net loss of 18.9 percent.

In spite of the reduction in museum visitors and accompanying revenues, the average income per visitor increased in 1995, reversing the 1994 decrease, and surpassing 1993. The average in 1995 was \$8.08, reflecting an 11.3 percent increase over the \$7.26 average of 1994, and a 1.5 percent increase over the \$7.96 average of 1993. The detail breakdown of the average public income for 1993 through 1995 is given below:

Category	1993	1994	1995
Admission revenues	\$3.97	\$3.81	\$4.35
Museum Store on-premise sales	3.40	2.92	3.10
Other (food sales and farebox donations)	0.59	0.54	0.63
<b>Total average public income</b>	<b>\$7.96</b>	<b>\$7.26</b>	<b>\$8.08</b>

The largest increase in average public income was in admission revenues. That average increased by 54 cents, or 14.2 percent, from 1994. While there were increases in group tour complimentary admissions and discounts in 1995, which would ordinarily result in a decrease in the average admission, the average actually increased due to the increase in the admission rates mentioned above. The average store purchase by a visitor increased by 18 cents, or 6.2 percent, and the average food sale and farebox contribution per visitor increased by 9 cents, or 16.7 percent, from 1994. A series of improvements to the Museum Store and food service areas are planned for 1996 to increase these averages even more.

As shown in the pie chart of Figure 2, admissions and auxiliary operations revenues together contributed 43 percent of the Society's cash income in 1995. Cash contributions and grants represented 42 percent of cash income and dues and other income about 15 percent. Comparative ratios in 1994 are 44, 44, and 12 percent respectively. For 1993, they were

FIGURE 3  
ANNUAL MUSEUM VISITORS FROM 1986 TO 1995  
(including member visits starting in 1992)

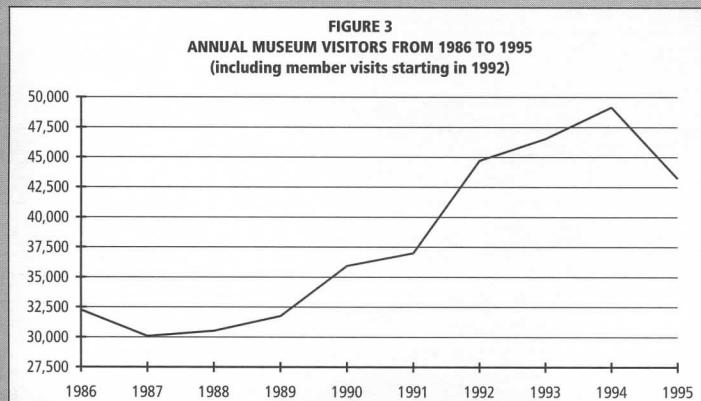
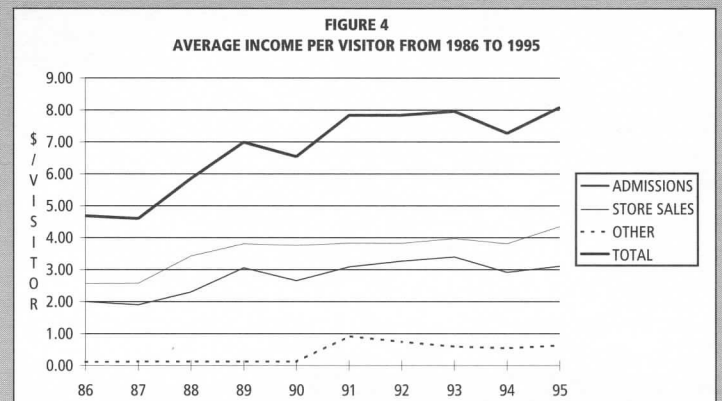


FIGURE 4  
AVERAGE INCOME PER VISITOR FROM 1986 TO 1995



# Balance Sheet

at December 31, 1995	1995					1994
	Unrestricted	Restricted	Endowment	Plant	Total	Total
<b>Current Assets</b>						
<b>Cash</b>	\$ 53,517	\$ 94,917	-	-	\$ 148,434	\$ 135,522
Short-Term Investments (Note 2)	25,656	161,557	1,150	-	188,363	96,036
Accounts Receivable	742	237	-	-	979	18,470
Grant Receivable	-	78,363	-	-	78,363	65,265
Inventories	71,591	-	-	-	71,591	77,107
Prepaid Expenses	13,669	-	-	-	13,669	8,979
Total Current Assets	165,175	335,074	1,150	-	501,399	401,379
Other Investments (Note 2)	-	-	-	219,989	219,989	119,944
Fixed Assets - Net (Note 3)	-	-	-	1,196,729	1,196,729	1,143,840
<b>Total Assets</b>	<b>\$ 165,175</b>	<b>\$ 335,074</b>	<b>\$ 1,150</b>	<b>\$ 1,416,718</b>	<b>\$ 1,918,117</b>	<b>\$ 1,665,163</b>
<b>Liabilities and Fund Balances</b>						
<b>Current Liabilities</b>						
Current Portion of Long-Term Debt	-	-	-	\$ 7,891	\$ 7,891	\$ 7,362
Accounts Payable & Accrued Expenses	35,740	5,374	-	-	41,114	69,190
Interfund Account	78,363	-	-	-	78,363	65,265
Deferred Income	10,362	-	-	-	10,362	17,639
Total Current Liabilities	124,465	5,374	-	7,891	137,730	159,456
Long-Term Debt (Note 4)	7,798	2,202	-	77,907	87,907	85,799
<b>Total Liabilities</b>	<b>\$ 132,263</b>	<b>\$ 7,576</b>	<b>-</b>	<b>\$ 85,798</b>	<b>\$ 225,637</b>	<b>\$ 245,255</b>
<b>Fund Balances</b>						
Plant Fund	-	-	-	1,330,920	1,330,920	1,170,623
Restricted (Notes 5 and 6)	-	327,498	1,150	-	328,648	208,733
Unrestricted						
Designated by the Trustees (Note 7)	27,734	-	-	-	27,734	37,647
Undesignated, avail. for General Activities	5,178	-	-	-	5,178	2,905
Total Fund Balances	32,912	327,498	1,150	1,330,920	1,692,480	1,419,908
<b>Total Liabilities &amp; Fund Balances</b>	<b>\$ 165,175</b>	<b>\$ 335,074</b>	<b>\$ 1,150</b>	<b>\$ 1,416,718</b>	<b>\$ 1,918,117</b>	<b>\$ 1,665,163</b>

See accompanying notes to financial statements

49, 36, and 15 percent respectively. These distributions generally show a trend in which contributions are becoming a larger component of the Society's cash income, as public income is becoming a smaller component.

Investment and miscellaneous income, which included revenue from membership dinners, sale of scrap and parts, and other income and earnings, together totaled \$66,186 in 1995 compared with \$54,772 in 1994; a 20.1 percent increase.

**Non-Cash Support:** Contributions-in-kind more than tripled in 1995 compared with 1994. Total support, excluding contributed services, but including cash contributions and bequests, grants, and contributions-in-kind together, increased by 21.3 from \$332,545 to \$422,648.

Documented contributed services exhibited a rather dramatic 57.2 percent decline in 1995 compared with 1994. This decline is not due to fewer members contributing their services, but rather to increased reluctance to document volunteer time. Additionally, a prior methodology of estimating the time volunteered by individuals not otherwise document-

ing their services was discontinued as being not auditable and unreliable. It can be stated that there was a qualitative increase in contributed services based on the levels of activity and accomplishments during the year.

**Expenses:** There are two types of expenses for which funds are used, functional expenses and capital expenses. Functional or operating expenses are expenditures for museum operations. These comprise cash and non-cash expenses including contributions-in-kind and contributed services, and fall into three specific categories, or functions: Program Expenses, Support Expenses, and Auxiliary Operation, as follows:

Program Expenses include those expenses directly related to the museum's primary mission, namely the acquisition, preservation, display, interpretation, and study of historic transit vehicles and associated equipment, artifacts, papers, materials, and property. These are usually denoted as Curatorial and Exhibits expenses. All expenses related to the museum's collections and library fall in this category.

Support Expenses are those required for supporting the mission of the

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

at December 31, 1995	1995					1994
	Unrestricted	Restricted	Endowment	Plant	Total	Total
<b>Support and revenue</b>						
Contributions and bequests (note 1)	\$ 55,460	\$ 201,343	\$ 1,150	—	\$ 257,953	\$ 269,816
Contributions-in-kind (note 1)	17,558	25,643	—	107,994	151,195	43,729
Contributed services (note 1)	290,525	—	—	3,552	294,077	687,571
Annual Membership dues	23,453	—	—	—	23,453	23,544
Life memberships	8,746	—	—	—	8,746	—
Admissions	148,722	—	—	—	148,722	149,089
Investment income	6,729	1,913	—	—	8,642	4,231
Miscellaneous	17,615	39,929	—	—	57,544	50,541
Revenue from auxiliary operation	132,884	—	—	—	132,884	144,303
Grants (note 8)	13,500	—	—	—	13,500	19,000
Total support and revenue	\$ 715,192	\$ 268,828	\$ 1,150	\$ 111,546	\$ 1,096,716	\$ 1,391,824
<b>Expenses (note 1):</b>						
Program expenses						
Curatorial and exhibits	308,487	109,794	—	28,347	446,628	783,329
Support expenses						
Membership	17,789	132	—	341	18,262	28,243
General and administrative	208,574	465	—	7,175	216,214	315,159
Fund raising	16,015	972	—	—	16,987	34,185
Total support expenses	242,378	1,569	—	7,516	251,463	377,587
Auxiliary operation	118,507	—	—	7,546	126,053	133,097
Total expenses	\$ 669,372	\$ 111,363	—	\$ 43,409	\$ 824,144	\$ 1,294,013
<b>Excess (deficiency) of support and revenue over expenses</b>						
	\$ 45,820	\$ 157,465	\$ 1,150	\$ 68,137	\$ 272,572	\$ 97,811
<b>Fund Balances - Beginning of Year</b>						
	\$ 40,552	\$ 208,733	—	\$ 1,170,623	\$ 1,419,908	\$ 1,322,097
Expenditures for						
Property and Equipment	(5,900)	(78,898)	—	84,798	—	—
Debt Retirement	(7,362)	—	—	7,362	—	—
Transfers	(40,198)	40,198	—	—	—	—
<b>Fund Balance - End of Year</b>						
	\$ 32,912	\$ 327,498	\$ 1,150	\$ 1,330,920	\$ 1,692,480	\$ 1,419,908

See accompanying notes to financial statements

Society. Membership expenses include the members' newsletter, membership functions, and related items; General and Administrative expenses, include management, office, property maintenance, and the like; and Fund Raising expenses, which includes office, postage and other expenses relating fundraising. Auxiliary Operations expenses are those expenses related to the operation of the Museum Store and Food Service.

Capital expenditures, or non-operating expenses, are additions to the plant fund. These are expenditures made for the purchase or construction of major fixed assets, which include land, buildings, machinery, equipment, furniture and fixtures, and track and wire, and can include cash expenditures plus non-cash contributions-in-kind and contributed services. Capital expenditures for property and equipment are depreciated annually, the amount depending on their useful life, where the depreciation expense is allocated to the applicable function.

The functional expenses are detailed in Schedule 1. Total functional expenses for 1995 decreased by 36.3 percent over 1994, from \$1,294,013 to \$824,144, and 25.8 percent from \$1,111,603 expended in 1993. However, cash component differed less. When contributed services, contributions in kind, and depreciation expenses are subtracted out, the remaining cash expenses total \$447,009, \$549,209, and \$549,511 for 1995, 1994, and 1993 respectively. Capital, or Non-operating, expenditures were \$196,344 in 1995, compared with \$112,227 in 1994.

During 1995, the Society continued development and improvement of its 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 budgeting module purchased in 1995 now allows enhanced budget reporting and assists the budget preparation process.

# Schedule 1: Schedule of Functional Expenses

For the years ended December 31	1995							1994
	Program	Supporting Expenses				Auxiliary	Total	Total
	Curatorial & Exhibits	Member- ship	G&A	Fund Raising	Total	Operation	Expenses	Expenses
Salaries and related expenses	\$ 68,053	—	\$ 71,231	—	\$ 71,231	\$ 10,205	\$ 149,489	\$ 183,002
Contributed services	199,593	4,991	55,435	12,609	73,035	17,897	290,525	683,051
Professional fees	20	—	11,816	45	11,861	—	11,881	30,433
Utilities	18,262	3,400	15,390	117	18,907	3,015	40,184	44,379
Conservation and maintenance	48,735	289	9,821	—	10,110	235	59,080	86,399
Taxes and fees	140	—	881	—	881	427	1,448	1,925
Insurance	9,977	—	14,747	—	14,747	262	24,986	32,402
Equipment rental	9,664	—	68	—	68	—	9,732	61
Administration	34,538	7,760	18,992	4,216	30,968	4,955	70,461	74,559
Interest	175	—	6,330	—	6,330	—	6,505	7,035
Miscellaneous	29,124	1,481	4,328	—	5,809	1,175	36,108	27,826
Cost of goods sold	—	—	—	—	—	80,336	80,336	86,470
<b>Total expenses before depreciation</b>	<b>418,281</b>	<b>17,921</b>	<b>209,039</b>	<b>16,987</b>	<b>243,947</b>	<b>118,507</b>	<b>780,735</b>	<b>1,257,542</b>
Depreciation	28,347	341	7,175	—	7,516	7,546	43,409	36,471
<b>Total expenses</b>	<b>\$ 446,628</b>	<b>\$ 18,262</b>	<b>\$ 216,214</b>	<b>\$ 16,987</b>	<b>\$ 251,463</b>	<b>\$ 126,053</b>	<b>\$ 824,144</b>	<b>\$ 1,294,013</b>

## Notes to Financial Statements

December 31, 1995

### 1. Summary of Significant Accounting Policies

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

The Society operates a museum store as an auxiliary operation.

### Basis of Accounting

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

### Accounting Estimates

The preparation of financial statements requires management to make estimates and assumptions that effect the recorded amounts of assets and liabilities at the date of the financial statements and the amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

### 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 has not yet been adopted by the Society, but 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 annual membership dues is recorded over the period to which the dues relate. Life membership dues are considered income in the year received. 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 \$294,077 and \$687,571 in 1995 and 1994, respectively. Of such amounts, \$3,552 and \$4,520 in 1995 and 1994, 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. Contributed services in 1995 consisted only of the value of the time reported by volunteers on timesheets while 1994 contributed services included this component as well as time estimates as confirmed by volunteers.

During June of 1993, the Financial Accounting Standards Board issued Statement No. 116, "Accounting for Contributions Received and Contribu-



# Statement of Cash Flows - Unrestricted Funds

at December 31, 1995	1995	1994
<b>Cash flows from operating activities</b>		
Excess of support and revenue over expenses	\$ 45,820	\$ 16,057
Adjustments to reconcile excess of cash support and revenue over expenses to net cash provided by operating activities		
Changes in operating assets and liabilities:		
Accounts and grants receivable	16,741	16,910
Inventories	5,516	8,761
Prepaid expenses	(4,690)	93
Accounts payable & accrued expenses	(17,191)	7,034
Deferred income	(7,277)	1,386
<b>Net cash provided by operating activities</b>	<b>38,919</b>	<b>50,241</b>
<b>Cash flows from investing activities</b>		
Short-term investments	(21,506)	(4,150)
Capital expenditures	(5,900)	(11,277)
<b>Net cash used by investing activities</b>	<b>(27,406)</b>	<b>(15,427)</b>
<b>Cash flows from financing activities</b>		
Issuance of long-term debt	7,798	-
Transfers from (to) restricted fund	(40,198)	4,328
Advances from restricted fund	13,098	10,454
Repayment of long-term debt	(7,362)	(7,068)
<b>Net cash (used) provided by financing activities</b>	<b>(26,664)</b>	<b>7,714</b>
Decrease (increase) in cash	(15,151)	42,528
<b>Cash, beginning of year</b>	<b>68,668</b>	<b>26,140</b>
<b>Cash, end of year</b>	<b>\$ 53,517</b>	<b>\$ 68,668</b>
<b>Supplemental disclosure of cash flow information</b>		
Interest paid	\$ 6,330	\$ 7,035

See accompanying notes to financial statements

tions 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 further 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 \$104,454 (\$9,243 in 1994) which was capitalized and \$43,201 (\$25,282 in 1994) which was charged to functional expenses of unrestricted or restricted funds.

## Short-Term Investments

Short-term investments are carried at fair value.

## Fixed Assets

Purchased and donated fixed assets are recorded at cost and fair 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 of investments in a mutual fund money market account and bank certificates of deposit at December 31, 1995 and 1994.

Other investments include a minority interest (12.4% at December 31, 1995) 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 \$3,540 and \$9,204 in 1995 and 1994, respectively, have been recorded as a contribution-in-kind in the plant fund. At December 31, 1995, this investment totalled \$123,484.

During 1995, the Society received a bequest of a house and land from the estate of a deceased member. This property is not adjacent to the Society's property, but is located in the local area. Under the conditions of this bequest, a life tenancy was conveyed to an individual. The contribution of this property, valued at \$96,505, has been recorded as a contribution-in-kind to the plant fund.

## 3. Fixed Assets

Fixed assets consisted of the following at December 31, 1995:

Fixed assets	Cost	Accumulated Depreciation	Net
Land	302,853	\$ -	\$302,853
Land improvements	68,933	37,015	31,918
Building and improvements	755,819	214,019	541,800
Track and wire	270,914	104,043	166,871
Machinery and equipment	197,695	160,909	36,786
Construction-in-progress	<u>116,501</u>	-	<u>116,501</u>
	1,712,715	515,986	\$1,196,729

Depreciation expense was \$43,409 and \$36,471 in 1995 and 1994, respectively.

## 4. Long-Term Debt

Long-term debt consisted of the following at December 31, 1995:

Long term debt	1995
Notes payable to various members, with interest at 7%, payable in quarterly installments through 2004	\$81,864
Notes payable to various members, with interest at 7%, payable in quarterly installments through 2006	3,934
Note payable to a private foundation, interest payable annually at 5%, principal due February, 1997	<u>10,000</u>
	95,798
Less current portion	<u>7,891</u>
	\$87,907

# Auditor's Letter

## The Officers and Trustees

### New England Electric Railway Historical Society

Aggregate maturities of long-term debt for the five years subsequent to December 31, 1995, are as follows:

1996	\$7,891
1997	18,457
1998	9,065
1999	9,717
2000	10,416

#### 5. Restricted Funds

At December 31, 1995, restricted funds consisted of the following:

Board restricted funds	1995
Restoration of vehicle collection	\$201,712
Museum development	7,418
Miscellaneous	<u>118,368</u>
	\$327,498

During 1995, the Society transferred \$40,918 from unrestricted to restricted funds. Such transfer consisted primarily of cumulative earnings on donor restricted funds which had previously been recorded as Board-designated funds.

#### 6. Endowment Funds

During 1995, the Society received \$1,150 as the first part of a bequest from a deceased member as an endowment. The Fund is to be maintained permanently but the Society may use income derived from the donation for general operations.

#### 7. Designation of Unrestricted Funds

At December 31, 1995, unrestricted funds had been designated by the Board of Trustees for the following purposes:

Restricted funds	1995
Restoration of vehicle collection	\$1,500
Endowment	12,734
Miscellaneous	<u>13,500</u>
	\$27,734

#### 8. Grants

During 1995, the Society received a \$13,500 unrestricted grant from a private foundation which was expended on general operations.

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

#### 9. Commitment

In late 1995, the Society obtained a construction loan of \$40,000 from the Ocean National Bank of Kennebunk, with the proceeds to be used for capital improvements to the visitors center. The construction phase of the loan is six months, during which payments of interest only are due monthly. Thereafter, the loan term is ten years with monthly payments of principal and interest (fixed at 8.75% for the first five years). Construction commenced in early 1996.

#### 10. Financial Instruments

The Society's financial instruments consist of cash, short-term investments, accounts receivable and payable and long-term debt. At December 31, 1995, the fair values of cash, short-term investments and accounts payable approximate the carrying values in the accompanying 1995 balance sheet. The long-term debt carries below-market interest rates; however, because most of this debt is owed to members, it is not practicable to compute the fair values of this debt.

We have audited the accompanying balance sheet of New England Electric Railway Historical Society as of December 31, 1995, and the related statements of support, revenue and expenses and changes in fund balances and cash flows - unrestricted fund for the year then ended. These financial statements are the responsibility of the Society's management. Our responsibility is to express an opinion on these financial statements based on our audit.

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

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of New England Electric Railway Historical Society at December 31, 1995, 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.

As discussed in note 1 to the financial statements, in 1995 the Society changed its method of accounting for contributed services.

Our audit was conducted for the purpose of forming an opinion on the basic financial statements taken as a whole. The accompanying additional information (Schedule 1) is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such additional information has been subjected to the 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

April 26, 1996

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



### Talbott Park Completion - 1995

**Top left:** Track crew members pose as they work on guard rail installation on the loop throat switch. FM

**Second left:** Two PCCs newly arrived at Seashore in 1995, Philadelphia 2709 and San Francisco 1155, make their first trip around the loop. FM

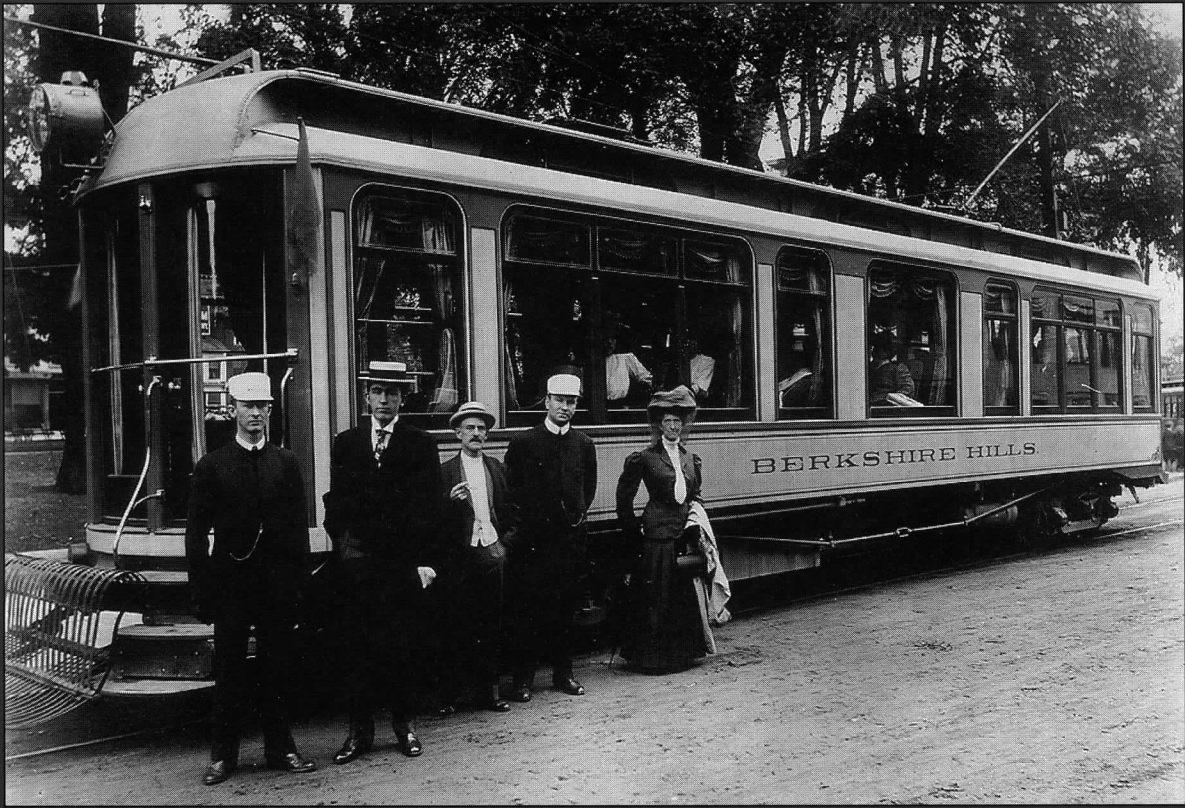
**Top right:** Roger Tobin and Peter Wilson drive the Golden Spike. FM

**Middle right:** The Talbott family, donors of the park site, were represented at the ceremony by the David and Stephanie Talbott family. DC

**Bottom right:** Doug Anderson, whose donations helped spur both the loop and restoration of Twin Cities 1267, poses in that car. FM

**Bottom left:** Two very different open cars, Montreal 2 and Connecticut 303, make their way around the newly completed loop. DC





**Above:** Few American parlor cars matched the opulence of the Berkshire Street Railway's *Berkshire Hills*. Note the curved glass windows in the end, the oversized headlight on the roof, the beveled glass windows, and the curtains inside in this view snapped on the unpaved surface of Park Square in Pittsfield, Massachusetts, in the first decade of the century. GW

**Below:** The interior of the *Berkshire Hills* boasted an empire ceiling, carved woodwork, and luxurious furniture, complete with a vase holding cut flowers. Restoration of the car to this state is Seashore's goal, once funds to undertake the project are raised. SL

