

**New England Electric
Railway Historical
Society**

Seashore Trolley Museum

1999 Annual Report



***Celebrating 60 Years - The
National Collection of American
Streetcars***

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.

Front Cover – Biddeford & Saco 31

The Seashore Trolley Museum celebrated its 60th anniversary in 1999. The year's commemorative activities focused on Biddeford & Saco Railroad open car 31, the first car preserved by the Museum, and believed to be the first piece of rail equipment saved by volunteers anywhere in the world.

Top Left: No. 31, loaded with Museum visitors on a warm summer's day, demonstrates why open trolleys were so popular in the days before air conditioning. PM

Bottom Left: For the first time in 60 years No. 31 left the Museum property. It returned to its home city of Biddeford for a variety of activities, including participating in the annual *La Kermesse* parade. Here No. 31 passes Biddeford City Hall, as it did daily when operating in the city. Seashore's Boston bus 6169 follows in the parade, demonstrating the dramatic change in transit vehicles from 1900 to the 1970s. JS

Bottom Right: As the car was on display in Biddeford it was visited by a number of dignitaries. In this view Museum Director Phil Morse poses with Biddeford Mayor Donna Dion and Past President of the Biddeford and Saco Rotary Club Al Deschaies. JA

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1999 Annual Report

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Letter to Members

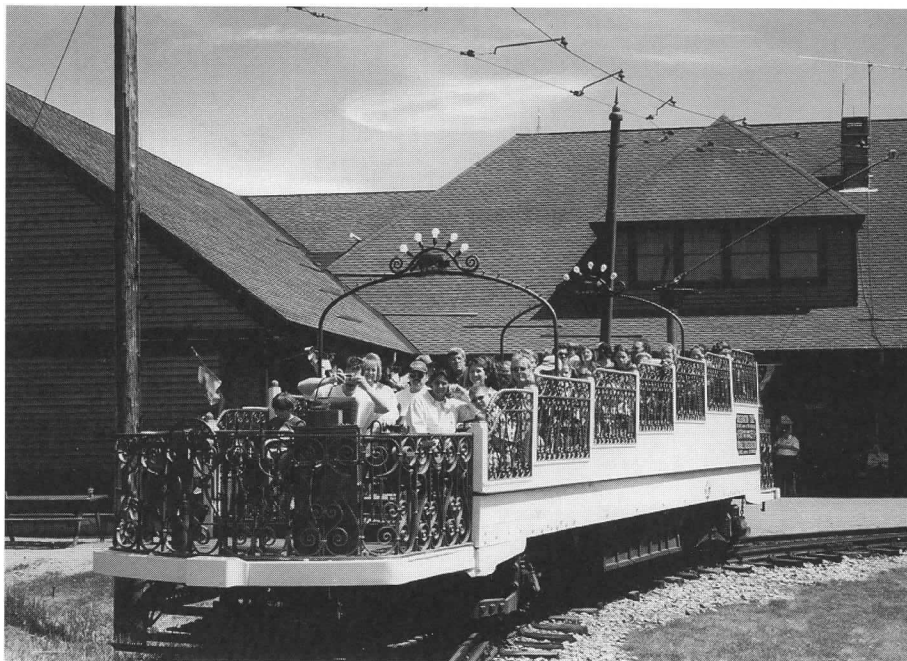
The year 1999 represented a milestone for the volunteer rail preservation movement as the Seashore Trolley Museum celebrated the 60th anniversary of its founding in 1939. The decision made in the summer of 1939 by a small group of trolley enthusiasts to save Biddeford & Saco open trolley No. 31 started a worldwide movement. It is believed that this was the first time anywhere in the world that a group of private individuals had acted to save a piece of rail equipment—either urban or main line—for preservation and eventual operation in a museum facility of their own creation.

Given the significance of this anniversary, planning for celebrations had started more than a year in advance. Fittingly, most of the activity was focused on car 31, the car that started the movement. Though the car had received extensive restoration work over the years, some significant mechanical work was needed to extend the car's operating life and it was time for some further refinishing. A target date for completion of the work was July, when plans called for the car to be taken back to Biddeford and Saco aboard a lowbed trailer to participate in the annual *La Kermesse* French Canadian heritage festival and parade.

After an extensive local fundraising campaign headed by museum director Phil Morse, the work was completed, and Car 31 returned to its home cities for the first time in 60 years. The mayors of both Biddeford and Saco showed considerable interest in the project, and visited Seashore together as part of the planning. A number of companies in the area donated funds to the project including Pepperell Trust Company, the Saco and Biddeford Savings Institution, Ocean Communities Federal Credit Union, and the Biddeford Savings Bank. The reaction on the part of those who saw the car during its time in Biddeford and Saco was very positive. A surprisingly large number of senior residents of the area fondly recalled riding the car more than 60 years earlier.

Another highlight of the anniversary celebration was an exhibit covering trolley history at the York Institute Museum in Saco, which Seashore mounted jointly with that organization. Included was a regular program of school group visits to Seashore in the early fall.

During the year there was also progress on



Above: Always popular with visitors is Montreal Tramways Golden Chariot No. 2. For over half a century the car gave summertime tours around Montreal's two mountains. Since coming to the Museum in the early 1960s, it has recreated that experience for thousands of Seashore's visitors. PM

a wide variety of tasks designed to carry out the Society's mission of preserving its collection, interpreting it for visitors, and educating the public about the history of street railways and transit in general.

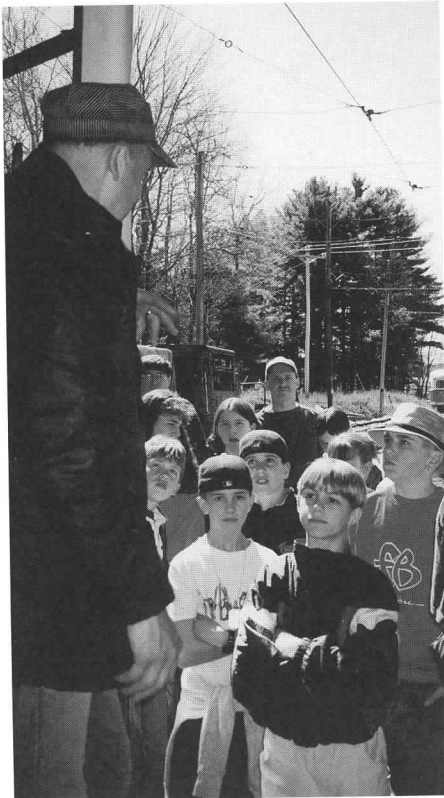
Management Changes

As reported in last year's report, early 1999 brought an important change in the Museum's leadership as Phil Morse assumed the post of museum director. Phil, who had for the prior year spent an increasing number of volunteer hours as the Society's president, joined the organization full-time in February. Phil is a native of the area and has brought a tremendous number of contacts and local knowledge to the position. He has overseen the successful Arundel Day celebrations at the Museum in 1998 and 1999. As he headed the 60th anniversary program with car 31, he developed valuable contacts throughout the business, institutional, and political worlds in our neighboring communities.

Late in the year, the Board elected Peter Folger to fill the position of president left vacant when Phil became director. Peter is a Massachusetts native who relocated to Maine some years ago to be closer to the museum. He has been a volunteer for over 40 years and has long been active in car restoration and the Museum Store. He has also been serving as curator and chairman of the Budget Committee. He brings a wealth of experience, dedication, and energy to the position.

The restoration shop also experienced a change in leadership during the year. In late August, Mike Simonds completed many years of diligent work leading the restoration activities as well as general property care. However, he continued his association with the rail field by joining Sperry Rail Services riding the rails fulltime as part of a test crew moving around the country. Donald Curry, the longest serving employee in the streetcar museum movement, having worked for Seashore (at least seasonally) since 1954, filled the void by again assuming the role of shop restoration lead. He has since developed a crew of retired shop volunteers who join the fulltime restoration technicians to keep the shop a busy and dynamic place on weekdays throughout the year.

The final management change during 1999 was in the financial area. Nancy Auclair completed her term as chief financial officer after laboring for many hours to clear an administrative backlog and to complete the 1998 audit. In January of 2000, Ray Hamlin of Ogunquit joined the Seashore staff as treasurer/comptroller, succeeding Nancy. Ray recently retired to Ogunquit from a partnership in an upstate-New York CPA firm with special experience in nonprofits. He joined Seashore on a part-time basis and recruited a full-time bookkeeper to oversee the surprisingly high volume of financial transactions that Seashore's operations entail.



Above: Dann Chamberlin, a retired teacher, uses his teaching skills to describe conservation activities on CA&E interurban 434 to students visiting from the Arundel Middle School. PM

Dispatch Editorship

Early in the year long-time member Dann Chamberlin assumed the editorship of the *Dispatch*, replacing Bob Kelly, who had

Below: Lehigh Valley Transit 1030 once provided parlor car service between Philadelphia and Allentown, Pennsylvania. Donors from the Allentown area funded the car's restoration some years ago so it can again demonstrate its comfort and speed on the Museum's nearly two-mile long main line. JS



diligently filled the position for the previous seven years. Dann's appointment was accompanied by a renewed commitment on the part of both the new editor and Seashore management to produce and distribute the *Dispatch* on a timely basis, and this commitment has been honored faithfully. Other new features include a different format, regular columns by the chairman of the board and the museum director, a focus on the extraordinary contributions of some of our volunteers, and inclusion of the Shop Report in the *Dispatch* as opposed to its previous presentation as an insert. Favorable response to these changes is reflected in the abundance of material that has come the editor's way; beginning with the May-June issue, each *Dispatch* has consisted of at least twenty pages of pictures and informative articles.

Funding

Again in 1999, contributions to Seashore from members and friends alike were extremely gratifying. Total contributions in cash or in kind for the year exceeded \$380,000. Of that \$87,000 was cash for the vitally important general fund to support museum operations. Another \$174,000 was restricted to support specific projects, most of it to exhibit restoration. Of particular note is the fact that the largest source of contributions was the Society's more than 1,000 members. The Society expresses its most heartfelt thanks

to these very generous members and all others who donated in 1999.

An unfortunate characteristic of Seashore and the many other volunteer-founded rail preservation organizations founded subsequently has been the fact that they have not yet raised the substantial endowments that traditional American philanthropy has built for more conventional museums. Over the history of all rail museums, due to the massive nature of their artifacts and the related infrastructure, essentially all donations have gone to collection and facilities development. This has left such museums overly dependent on gate admissions and member contributions for operating expenses. As reported here in previous years, Seashore has recognized this shortfall, and has initiated a program to raise a meaningful endowment.

In 1999, this program achieved its most significant milestone as the total of funds committed to the general endowment from all sources passed \$200,000. This level was reached as the Board directed generous bequests from our late members Alexander Hamilton and Lawson Hill to the endowment, and as a growing number of cash contributions were received from current donors. The funds are invested in a professionally selected, diversified group of low fee index funds. Even this current modest total should generate \$10,000 of annual income for the Museum in perpetuity. Seashore gratefully acknowledges the support from the many members who have contributed to the endowment, and strongly encourages its other friends and donors to include Seashore's endowment in future giving plans. A substantial endowment is the single best means of ensuring the long-term survival, restoration, and protection of the Museum's priceless collection.

Lowell Planning

This year included significant activities in our evolving relationship with the City of Lowell, Massachusetts and the Lowell National Historic Park. As mentioned initially in the 1998 report, we were approached in December, 1998 by a delegation from Lowell who were proposing to extend the short visitor transportation trolley line through the Lowell National Park into a transportation system linking major venues in the city's compact downtown, with its rich heritage of Victorian-era mill buildings. Further, they invited Seashore to consider opening a branch museum in Lowell, with cars from our collection able

to offer demonstration rides intermixed with the replica cars that would provide base service on the new lines. Initial discussions also pointed to the potential for a branch library, as a special collection in the archive facility operated by the University of Massachusetts, and for educational programs jointly with both the University and with the Lowell school system. Funding for all of this would be raised by the City and National Park, both of whom have a very impressive record of successfully attracting funding to a succession of worthy projects designed to enhance the city and draw visitors and investment.

An initial small delegation from Seashore in January was greeted by the City Manager and senior National Park representatives, was hosted for lunch by a key business association, and was treated to a cocktail reception in city hall, hosted by the Mayor—all following a detailed review of the potential line and possible museum sites. A similar full day program was subsequently offered to Seashore's membership and over 40 members attended on a Saturday in April. Based on the uniformly positive reaction of all involved, the Board voted to enter a formal Memo of Understanding to participate in planning the trolley system and branch museum. This was subsequently executed by the City, the Park Service, the Lowell Regional Transit Authority, and the Northern Middlesex Council of Governments.

Throughout the balance of the year, Seashore representatives actively participated in the planning efforts for this project, most of which were focused on building broad awareness and support and attracting funding for a full feasibility study. These efforts continue in early 2000.

Regulatory Effects

One of the burdens we have often cited in these reports is the growing level of governmental regulations that affect Seashore's operations. All of these regulations have been enacted to achieve valuable social or environmental goals, but the impact on a modestly funded operation such as Seashore can often be significant. One such area that came to the Museum's attention in 1999 related to the use of Society property and facilities for lodging by members doing volunteer work at the Museum. The concern was that this use might fail to meet current zoning regulations and expose the Society to unwanted liability. Staying on-property has been an essential practice since the time of Seashore's founding 60 years ago, as

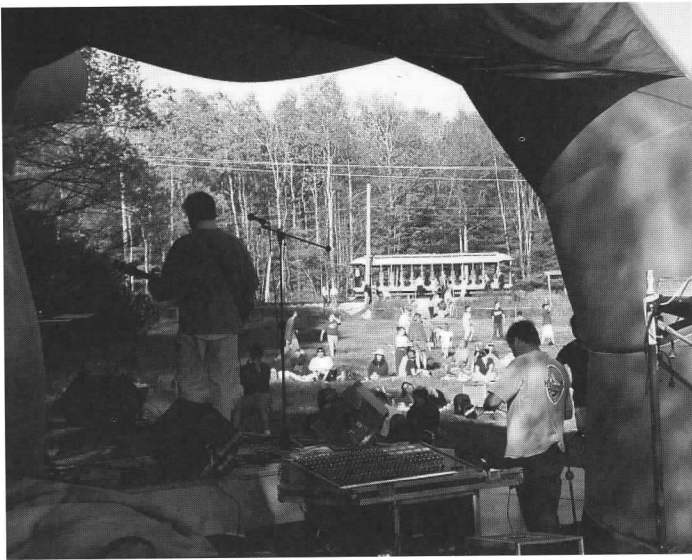


Seashore's evolving partnership with the City of Lowell and the Lowell National Historic Park was solidified during a group visit and tour in early April. **Above upper:** A group photo of the more than 40 Seashore members who toured the potential museum sites and trolley routes. **Above lower:** Key project team members are (from left) Seashore Chairman Jim Schantz, LNHP Assistant Director Peter Aucella, City Grantwriter Linda King, and Winchester Engineering President Craig Miller. PM/RS

many volunteers traveled regularly from homes in Massachusetts, New Hampshire, and beyond. In the early 1950s, a bunkhouse was constructed for such use and for several decades some members have also brought mobile campers onto the property. These kept costs low for volunteers—especially as lodging costs have escalated with growing tourism in the region—enabling volunteers to visit more frequently. It also meant volunteers could be available for extended hours as projects required.

Though providing volunteer lodging facili-

ties is not common in the museum world, the practice has served Seashore well. As such, after an exhaustive review of alternatives and of the steps required to meet regulations set by all levels of government, the board approved plans to concentrate on property lodging to the bunkhouse, now rechristened as the "men's dormitory," and to a single seasonal camping area in a wooded location, beyond areas frequented by the public to the northeast of the main parking lot. Volunteers planning to use the facilities pledged to donate the cost of needed improvements to plumbing, sanitary, and life safety fea-



Left: Renewing a popular event from the 1970s, Seashore this year cohosted a May Day concert with our Arundel neighbors at the School Around Us. As in the early part of the century, open trolleys brought passengers to the site where they could enjoy an outdoor concert given by a variety of local musical groups. JS

tures. The museum worked closely with Arundel, Kennebunkport, and state officials to ensure compliance with all needed requirements.

Community Relations

Cooperative programs with our neighbors in the communities surrounding the Museum continue to receive growing emphasis. Some are educational in nature, others seek to bring area residents closer to Seashore, and others aim to help meet various needs.

Seashore has enjoyed unusually close links with the Mildred L. Day school in Arundel. Again this year students from the school performed community service by

participating in the Arundel Car Wash in April to help clean Seashore's operating fleet for the upcoming season. In total, 150 students washed 19 cars and cleaned out two carbarns. Channel 13 from Portland provided news coverage of the event.

As well, under the name "Preserving Maine's Trolley History" a group of the school's students have been working on scanning images from Seashore's library and storing them on computer CD-ROM disks. The Arundel Legacy team and the Arundel PTA funded the computer equipment needed for the job. Seashore volunteers lent expertise to set up the scanning process. A group of students worked on Monday evenings throughout much of the

Below: Seashore's operation of its historic fleet for visitors is made possible by the dedicated volunteers who serve as motormen, conductors, and docents throughout the long season. Here a group of operators pose on the running board of Connecticut open 838 during 60th anniversary festivities. PM

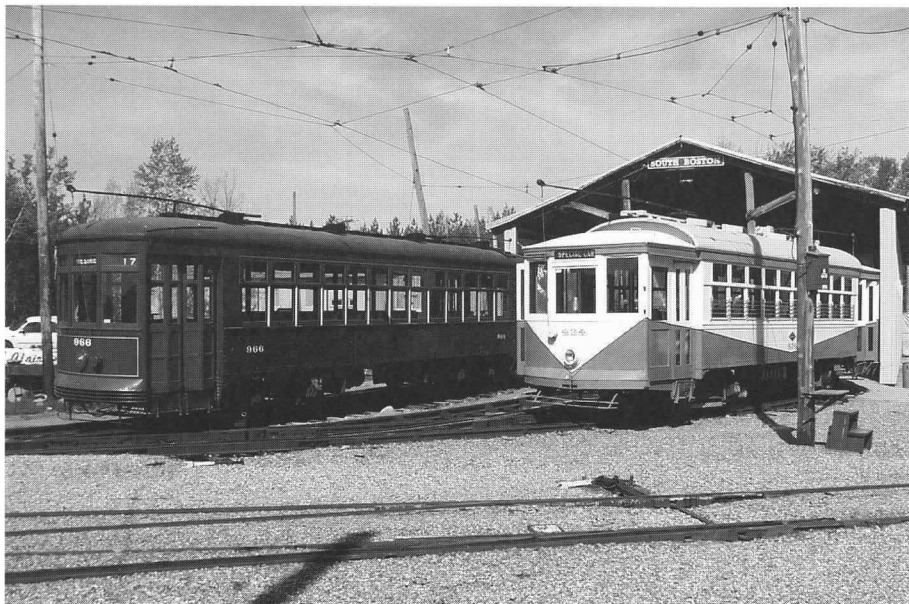


school year to perform the scanning. The Museum is seeking grant funding to continue and expand the project.

Again this year historic buses in Seashore's collection have been operated in the community for publicity purposes or to help with transportation to town events. In 1999, several buses—maintained and operated exclusively by volunteers—participated in a number of events. As in previous years, a Seashore bus provided transportation from scattered parking areas to the Kennebunk Home Show at the high school. A bus also shuttled participants in a large Shriners' family gathering to Seashore and other destinations. As well, a bus joined car 31 in the *La Kermesse* parade in Biddeford, a regular event for years.

Planning also started during the year for potential programs with the Biddeford vocational technical school. Under discussion are programs in which components from Seashore buses or streetcars could be rebuilt or fabricated as part of educational activities for students in metalworking, woodworking, or mechanical programs. If successful at the component level, future programs could potentially involve a complete bus or car going to the school for major work. Graduates of the program could be candidates for potential staff or volunteer programs in Seashore's restoration shop.

During 1999 Director Phil Morse worked closely with town officials in Kennebunkport on an interesting program of potential mutual benefit. The Dock Square area of Kennebunkport has for long been a popular tourist destination, and the number of visitors arriving by tour bus has been growing. Providing adequate parking for the buses as passengers visit the town has been an ongoing problem. Plans to use the new Town Office facility on North Street for bus parking ran into opposition from nearby residents. Consequently, Seashore offered the use of its parking facilities in return for the Town paving both our entrance road and an expanded parking area. Not only would Seashore benefit from the paving, but a further benefit could be more tour operators including a stop at Seashore, as they become more familiar with our location as a parking facility. As this report goes to press, the issue of parking and Seashore's involvement in a solution remains an active topic in the Town of Kennebunkport. Whether and when resolution may lead to all of the hoped-for benefits remains unclear, but



Above: Two of Seashore's representatives from the American deep south are New Orleans 966 and Dallas 434. Both have benefited from extensive work in the Museum's conservation shop. Both cars also are important symbols of the county's civil rights struggles as, until the mid 1950s, they carried signs segregating white passengers to the front of the car and black passengers to the rear. JS

Seashore continues to express its readiness to help our good friends in the Town solve this problem.

Conservation

As reported fully beginning on page 8, Seashore's conservation forces were very busy on a wide range of projects again in 1999. As mentioned above, Biddeford & Saco 31 received major mechanical and body work during the year. The complete rebuilding of Rochester Peter Witt car 1213 also advanced with major progress on construction of a completely new underframe and body bolsters. Cedar Rapids and Iowa City interurban car 118 also benefited from major work, including a thorough roof rehabilitation, in a project funded by the Sutherland Dows Foundation of Iowa. A program combining volun-

teer and staff efforts helped the rapid progress of Chicago Aurora & Elgin interurban car 434. Volunteer sponsored work on Connecticut Company streetcar 1160 continued its steady progress as did Cleveland 1227. Volunteers also continued to advance a variety of other streetcar, rapid transit car, and bus conservation projects. All work is funded by contributions, primarily from Seashore members, so the Society is extremely grateful for this ongoing support to keep this vital program thriving.

Parts Program

Of key importance to the conservation programs and to keeping the Museum's fleet operating is the availability of increasingly rare spare parts of all types and sizes. Our very active parts department

continued its self-funded program to acquire, catalog, and store parts. This year activities focused on erecting storage racking and filling the racking with parts in the newly completed 60 by 100 foot warehouse. A large number of traction motors, compressors, and smaller parts have been carefully and efficiently stored in the facility, with more being added regularly.

Education

During the year, the Board established an education committee to develop and oversee learning programs. The committee set its goals as providing educational programs both on site and through outreach to the local communities. They would work with outside organizations including schools, other museums, and civic organizations. Education of Seashore members on the history and significance of the collection is another goal. They set their first year plans as collaborating with other museums in York County, establishing an outreach program with local schools, and implementing an elementary school field trip program.

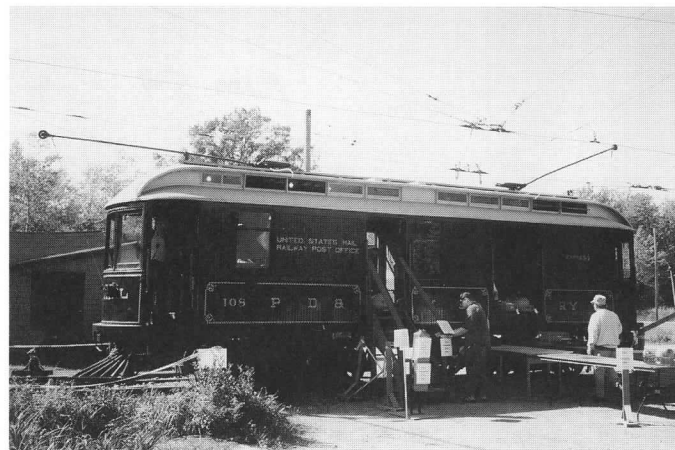
Land

One of Seashore's greatest sources of security is its more than 330 acres of contiguous land spanning the communities of Kennebunkport, Arundel, and Biddeford. These holdings—assembled with great foresight by Seashore's leaders during the 1950s and 1960s—provide both enough land to store and interpret Seashore's extensive collection, but also provide a buffer against encroaching development. This buffer was greatly enhanced in the late 1980s when parcels both to the west and east of the main site were purchased, supported by donations and loans from members. Several other museums of Seashore's type have suffered greatly from

Below: As part of its community outreach activities, the Museum hosted the second annual Arundel Day, in which community groups and businesses could meet town residents. Here a local bagpipe group performs. PM



Below: A new community event in 1999 was the Pumpkin Patch Trolley. Young visitors picked a pumpkin from a patch along the line, then ship it back on mail trolley 108. The event was well received by area families. PM



vandalism, operating restrictions, or inability to grow due to the lack of a similar buffer.

In Seashore's case only one parcel remained that could complete the ring of security around the Museum, and that is a small parcel immediately to the right of Seashore's entrance road, currently used by Chick's Marina of Kennebunkport for boat storage and repairs. The parcel includes a rental house, a 60 by 120 foot arched storage building, and a smaller building used for storage and repair of several boats. The land is completely surrounded by Seashore holdings, and remains the one parcel needed to complete the security buffer and to increase flexibility for future development.

Thus we were greatly interested when the owner of the parcel contacted us late in the year to express his desire to negotiate sale of the property to Seashore, without placing it on the open market. Planning immediately began to devise a strategy to acquire this parcel without incurring debt to be serviced by the Museum's operating budget. As the large building on the site could easily accommodate at least nine vehicles, members interested in sponsoring covered storage space for specific vehicles quickly pledged funds for this purpose. As well, the house on the property could with modest investment be turned into a rental property, the income from which could cover a mortgage funding up to \$70,000 of the purchase cost. Another alternative would be for a Seashore member to make a long term commitment to the house, perhaps for retirement living, as Dick and Elenore Howe did some years ago for the other house at the front of the Museum's property. Some donated car barn funds already on hand may also be available for purchase of the parcel. A general fund campaign could potentially

Below: The south end of Riverside Carhouse received a fresh coat of paint during the year. JS



Above: One of the oldest exhibits in the Museum's collection is New Bedford horse car 10. On rare occasions—with the cooperation of the owner of suitable motive power—the car is demonstrated for the public. The small size of horsecars was dictated by the maximum one or two horses could pull. PM

raise the remaining funds needed to purchase the parcel.

As this report goes to press, the Museum is attempting to negotiate a purchase price for this parcel in preparation for launching the funding campaign to complete its purchase. If this program is successfully completed, the Museum will be in the comfortable position of owning essentially all of the land needed for its present and future development and to ensure adequate separation from present and future neighbors.

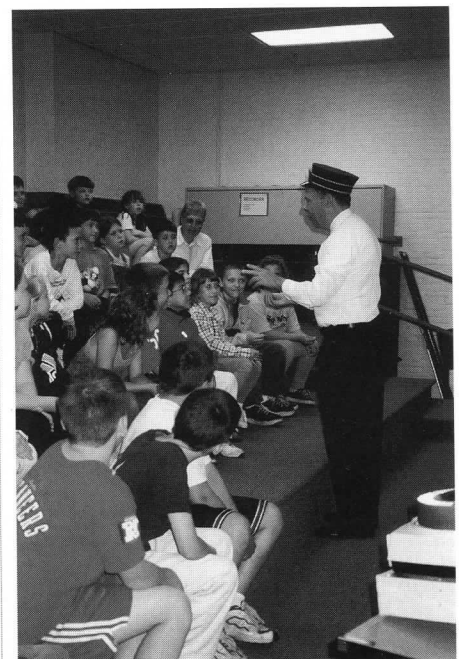
Conclusion

As we reflect on this 60th anniversary year, we note with regret that only one of the eight young men who participated in the purchase of car 31 in 1939, Dan Twomey, is still living. Sadly, the other remaining survivor, Lucien Phinney, who had in recent years been a key figure in the Old Pueblo trolley preservation group in Tucson, passed away during the year. Though we mourn the passing of so many who participated in the early years of Seashore and so many in the public with direct memories of street railways, we note with satisfaction the many accomplishments of the early members and those who followed over the past six decades. A tremendous amount remains to be done to both develop the Museum to its full potential and to ensure its long-term financial security, but we take heart in the many, many dedicated supporters who give of both their time and money to carry Seashore's vision forward. Their efforts

give us conviction that Seashore's next 60 years will be even better.

James D. Schantz
Chairman,
Board of Trustees

Below: Frequently representing Seashore in front of school and civic groups is Senior Curator Donald Curry. Here he addresses a group of students at the Frisbee School in Kittery. PM



Development Plan Task Force

At the 1998 Annual Meeting in May of 1999, The Development Plan Task Force presented the results of its work over the prior year. The members who met at the 1997 Annual Meeting a year earlier enacted a directive that the Board of Trustees empanel a task force to devise a development plan to cover the next three to five year time frame. The members of the task force started their work in mid-summer of 1997 on an undertaking estimated to last two and a half years.

The facilitator, Dave Dimmick, was a gentleman with considerable experience and success in planning among non-profit organizations in the New Jersey area. The task force spent much of its time in analysis of Seashore and its environment. Many problem areas were already well documented, but the task force took the approach of starting from the ground up. The first deliverable was the Mission Statement. All other actions were measured in terms to consistency with the Mission Statement.

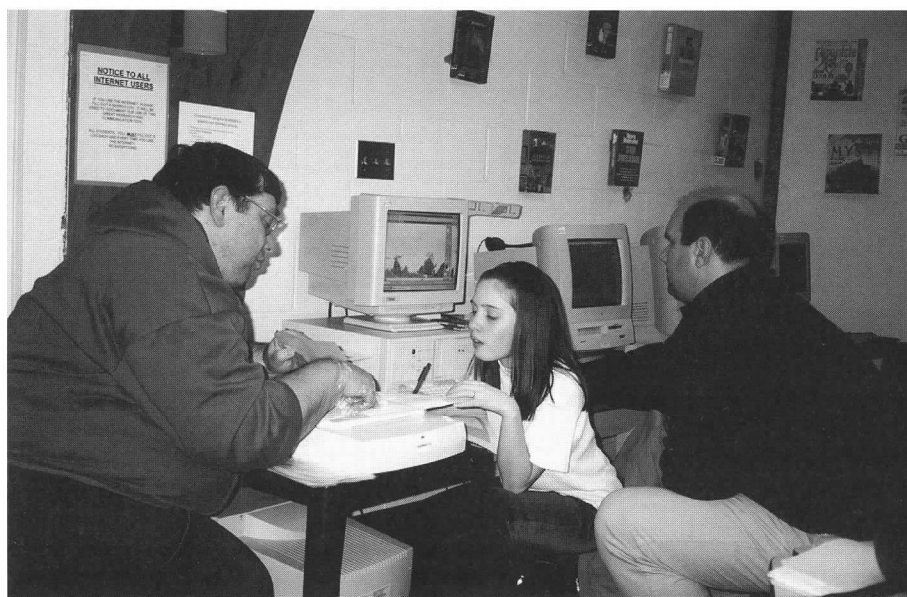
The task force focused on, among other things, construction, collection care and management issues, safety and compliance, the library, finances and fundraising, and the organizational structure.

The goal was for the task force to deliver at least a preliminary report to the Board of Trustees in time for the annual meeting in May of 1999. This was to coincide with a requirement in the original members' directive to report results to the general membership at that time.



Above: A volunteer crew uses Claremont, NH line car No. 4 to undertake some maintenance on the overhead wire in the authentic manner. JS

The Board adopted the plan with only one change to the wording of the Mission Statement. Subsequently the plan went into its implementation phase as numerous individuals either in key positions or with track records for producing solid results were deployed to effect solutions to long-standing problems in the areas mentioned. Part of the final product will be documentation that will serve as the basis of a coordinated fundraising effort and play a material role in Seashore's ability to apply for accreditation by the American Association of Museums. Another equally important part will be a restructuring of management to better cope with challenges of the new century.



Library Report

In the Seashore Trolley Museum library in 1999 preparations were made for additional computer cataloging. Templates were created that would allow the library's vast photography collection to be scanned as part of the cataloging process. As part of this project, and as a way to increase the museum's visibility in the community, students in the Arundel middle school began to scan and catalog part of the library's collection of photographs. This project is ongoing.

The library's collection of electric railway photographs was enlarged when a large number of steam railway negatives were exchanged for both money and electric railway photographic images in both prints and transparency form. The Society as a matter of policy has determined that steam railroad material will not form a part of the permanent collection, so such material currently in the library is being sold as opportunities arise.

The money from this sale will form the nucleus of a fund for the construction of a much needed new and permanent library building, as well as provide funds for conservation materials needed to protect the library's holdings. One copy of each photograph and slide will be kept for the library's permanent collection while the remainder will be sold, the proceeds going to the library building fund.

Funding, matched with money from the sale of the negatives, was obtained from the State of Maine for an inventory and appraisal of some of the library's holdings to determine the best means of preserving these precious resources. It is hoped that these recommendations could serve as an action plan for the construction of a building that would provide more space and a better environment for preservation of the library's ever-expanding holdings. The Museum welcomes financial support to achieve this most important goal.

And, as ever, the Library continued in 1999 as a resource for authors telling the story of the electric railway industry.

Left: Museum volunteer Bob Kelly (left) teaches seventh grader Ashley Senecal at the Arundel Middle School how to scan photos from the Museum's library into a computer. Math teacher Michael Richards helps out in the background. This program is one of several cooperative programs underway with the school. PM

Conservation Report

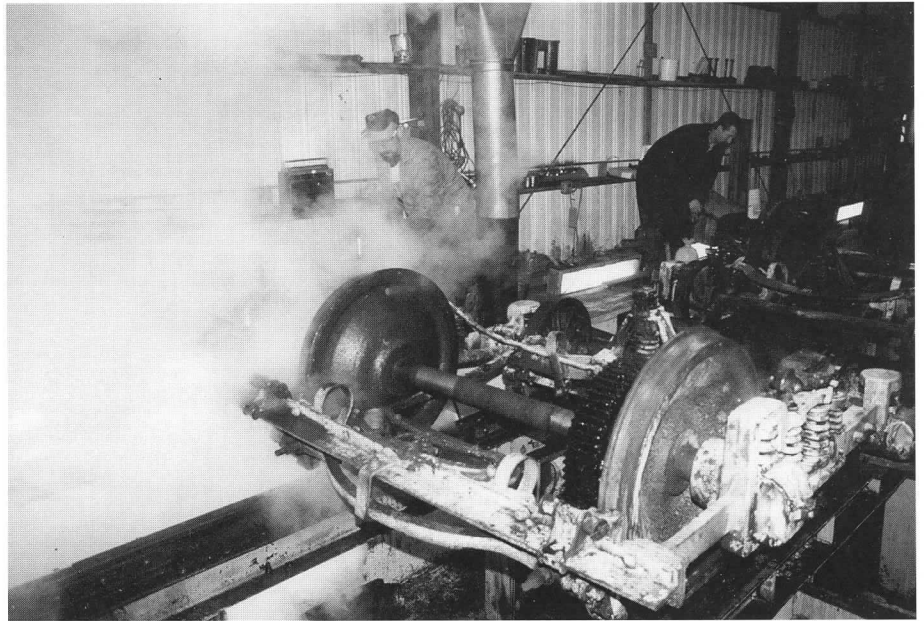
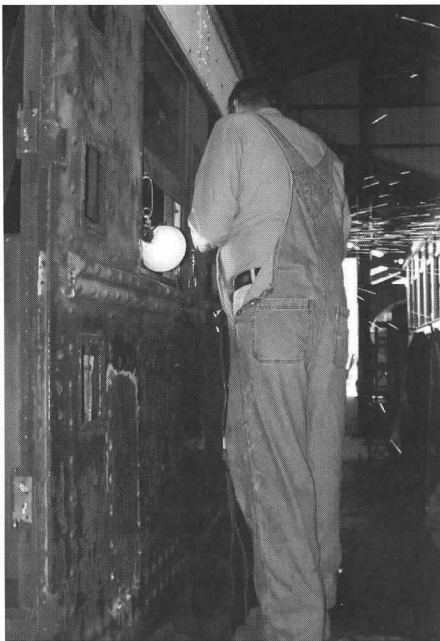
Thanks to generous financial support to the Museum's conservation program, along with countless hours of donated labor, significant progress was made on several vehicles. It is only through financial and physical support that the Museum is able to undertake any restoration work on the collection.

Biddeford and Saco Railroad Open Car 31.

Car 31 was outshopped after a major conservation program a generation ago in 1975. Frequent operation thereafter and improved Museum facilities and skills combined to make it both appropriate and possible to give the car more in-depth attention. Starting on a very cold January morning, the process of preparing Seashore's first car for the Society's 60th anniversary exhibition began. A large crew of volunteers, using Boston Elevated crane 0551, raised 31's body from its trucks and placed it on sawhorses. Its two traction motors were removed and sent to Electric Motor Works in Portland where they underwent preventive maintenance.

The car has very primitive Brill 22E trucks which are equipped with a braking system that must be accurately adjusted to be effective. The Biddeford and Saco Railroad, especially in its last days, performed a bare minimum of maintenance on its fleet, preferring to pull the next best spare car from the carbarn rather than doing heavy repairs. The complex brake system was

Below: Project sponsor Jim Tebbetts uses a portable grinder to remove paint and rust on Chicago, Aurora & Elgin interurban 434. JS



Above: Chris Perry steam cleans one of B&S car 31's Brill 22-E trucks. **Right:** The car's interior with the seat backs removed to enable refinishing of the natural wood surfaces. DC/JS

thoroughly disassembled and Town House Shop's master machinist made new levers and adjusting nuts, replacing in-kind the worn out parts. Components were then re-assembled; the overhauled motors installed and the trucks given a coat of beige primer and paint.

During the winter months two volunteer members removed the car's ash and cherry seats, hand and guard rails and associated bronze hardware. The hardware

Below: CA&E 434 as it appeared during refinishing. Extensive steel repairs were made to the end platform structure and framing. JS



was cleaned and polished to like-new finish. The seats were sanded and given three coats of spar varnish. As soon as the weather warmed sufficiently, the oak headlining and posts were sanded, accumulated mildew removed, and revarnished. All parts were then reassembled and the car placed back on its trucks. The body was then cleaned, and the platform trim and roof repainted, making it ready for its return to Biddeford and Saco during the summer.

Sufficient funding was raised and volunteers came forward to enable the above work but it is still essential to repair or replace badly worn wheels and axles and overhaul associated bearings. The 1975 paint job, also showing signs of wear should be renewed. This work will be dependent on raising additional funds.

Chicago Aurora & Elgin 434 is one of two surviving heavyweight steel interurban cars out of an order of fifteen which were delivered to the CA&E in 1927 by the Cincinnati Car Company. The museum acquired the car in 1962.

Other than a not-quite-correct repaint to a World War II livery about 1970, the car had been the beneficiary of very little in the way of restoration work until a significant program began in late 1996. The goal is to return the car to its scarlet and blue/gray livery with aqua and white interior as when last outshopped by the CA&E in 1951.

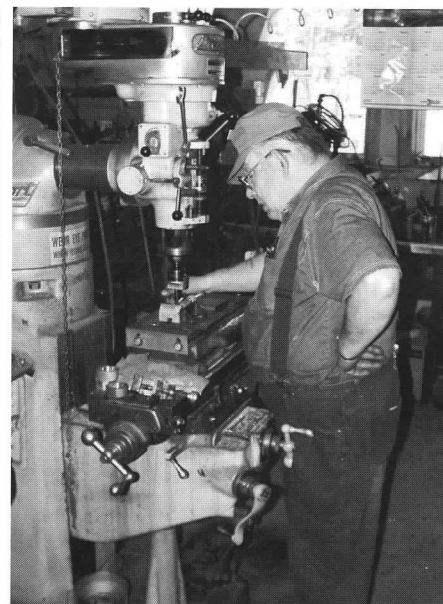
Below: The final colors of scarlet on the lower sections and blue/gray on the upper areas have been applied to the first side of CA & E 434. The car operated from the cities west of Chicago over private right of way to Chicago's outskirts, then over the elevated rapid transit tracks to the famed "Loop." JS



In 1999 the project essentially met all goals for the year and is well beyond its half-way point. The structural repairs started two years earlier came to a close. This included the liquidation of the last traces of the damage from the 1962 Blue Island collision, when the car was enroute from Illinois to Maine. The most striking change in the appearance of the car is that the scarlet and blue/gray applied to one side and one end in 1998 now has been extended to cover the entire carbody. The only difference from one side to the other is that the lettering and numbering were not applied to the second side as the fall weather turned too cool. The previously shabby looking trucks were de-rusted, primed and were mostly painted when that job too fell victim to the cold. Workers remounted the remaining vestibule windows and all four vestibule side doors. Later, attention turned to the reinstallation of both rebuilt couplers, a task completed by year end.

Inside the car there was a similar transformation. The badly deteriorated aqua paint disappeared from the interior of the main passenger compartment. This revealed the beautiful mahogany paneling installed by Cincinnati. At the end of 1999 one side was ready for fresh paint, while the other side still had a few areas yet to clean. The headlining was repainted in off white.

In 2000 plans are to continue work on the interior, complete remaining vestibule repairs, and start work on the rebuilding of



Above: The shop's master machinist Ed Johnson at work fabricating parts for Connecticut 1160. JS

all of the car's large brass side window sash.

Cedar Rapids and Iowa City Railway (CRANDIC) car 118. Funding granted by the Sutherland Dows Foundation of Cedar Rapids, Iowa is enabling the restoration of this car. The extensive rebuilding of the wood roof sheathing and peripheral tack molding in 1998 made it possible to complete the canvassing of 118's roof in 1999. In keeping with the Museum's curatorial policy to keep the car in CRANDIC configuration, rather than backdate the car to its Cincinnati & Lake Erie days, the roof was coated with black decking stain. The Museum's Shop forces are constantly searching for longer lasting coatings to protect its collection in Maine's unforgiving climate. Over the years it has become obvious that the standard latex paint that has been used trapped water and caused rot of the underlying roof structure. After considerable research and consultation with the Illinois Railway Museum and the stain manufacturer, it was decided to use oil-based deck stain then waterproofing.

Interurban cars such as 118 are usually equipped with a wood mat to prevent a trolley pole, rapidly pulled down by the car's retriever in the event of a dewirement, from damaging the roof sheathing. This mat is constructed of bent pieces of ash or oak. Using the Museum's pressure washer, the sharply bent ash stringers were bent over specially constructed forms. Then the entire mat was assembled and fastened to the roof. All other roof hardware was cleaned and installed.



Above: Cedar Rapids and Iowa City interurban 118 received new roof canvas during the year. JS



Above: A side profile of CRANDIC 118 shows the lettering and the Iowa-shaped logo. The car was one of the most advanced interurbans built, and boasted a top speed of over 80 miles per hour. JS

The aluminum rear baggage door had long suffered from fatigue cracks caused by its rubbing on the floor. This complex assembly was disassembled and taken to a local sheet metal shop which duplicated its original construction. It has since been fitted to the car.

In 1998 the interior of the car was disassembled to allow renewal of the interior finish. All cherry trim and much of the aluminum paneling was taken down for stripping and refinishing in the heated area of the Shop. Despite the temptation to return the wood to its original C & LE varnished appearance, everything was painted in the latter-day CRANDIC light

yellow (upper) and brown (lower) scheme. Originally, the aluminum panels had been given a wood-grain finish and, where it is hidden under molding, this graining was preserved.

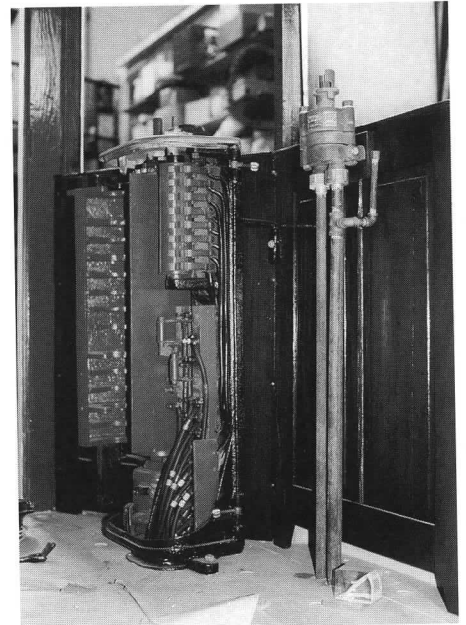
The nickel plating on many of 118's interior components had deteriorated after the passage of 69 years and due to a less-than-perfect job by the manufacturer. The light housings, ceiling ventilators, rest room sink, mirror frame and many other components were taken to a local metal finisher who returned these parts to their original shiny copper-nickel plating. Later the excellent, but deteriorating, paint job applied in 1965 will have to be renewed.

Volunteers have made the car's heating system thermostats function as they did when 118 rolled across the Iowa countryside. The electric heating elements and housings are being cleaned and repainted. Thanks to a connection with the Western Railway Museum in California, wiring diagrams and an exact match of the car's vestibule floor tile has been obtained.

Plans call for a largely volunteer effort to reassemble the interior trim, to make the restroom plumbing functional, to install the electric heaters and all overhauled hardware, and to retile the vestibule floors. If sufficient funding is available, the car's well-worn interurban style seat-

Below: One of the vestibule ceilings of Connecticut 1160 after many hours of painstaking removal of old paint and sanding. The car, which arrived at the Museum after New Haven's streetcars were retired in 1948, is undergoing a very thorough restoration funded entirely by our member donors. RS

Below: The controller and brake stand have been freshly installed after extensive reconditioning. Note that all wiring has been renewed. RS



ing will be rebuilt and reupholstered. Further in the future is work on the car's motors, trucks, and controls to ensure safe and dependable operation.

Connecticut Company railroad roof closed car 1160.

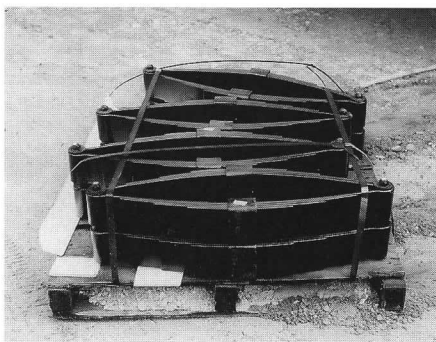
This car, which came complete from the Connecticut Company in 1948, is well along in the process of being restored to its latter-day passenger car configuration. Unfortunately, 1160 was last used to carry rock salt causing considerable damage to its floor and trucks.

Also, as was so often the case with work equipment, virtually no maintenance was done on the car's mechanical components. The first of its badly worn and salt-deteriorated trucks was disassembled and taken to the Bangor and Aroostook Railroad's Derby, Maine Shops where the parts were blasted and primed. The third of the four GE 80 (40 hp) motors was returned from Electric Motor Works in Portland. The fourth had a bad armature so would require major overhaul. However, Trustee Robert Hughes arranged donation of another motor. All four motors have been tested and are stored pending the completion of truck work.

A very expensive part of the job was the replacement of the double full-elliptic truck springs, the originals having collapsed, weakened by salt corrosion. After a search for an appropriate supplier, four new elliptical spring assemblies were purchased from Beall Manufacturing in East Alton, Illinois. Research revealed the interesting point that the individual leaf springs in the assembly were standard Ford truck parts!

In original practice motor suspension bearings were replaced in-kind when they wore. Unfortunately, the bearing surfaces on 1160's axles were worn to various diameters. Seashore's machinists applied babbitt metal to the bearing shells, each of which was turned to the exact diameter. Such mechanical work is financially draining, forcing work on the trucks to be suspended in mid year. The second truck will be overhauled as contributed funding becomes available.

Fortunately 1160's interior was virtually unchanged despite years in work service. Its original Cuban mahogany, while dirty, was unharmed. Much has already been stripped and refinished. Volunteers continued to push forward with this work. Window frames on one side have been refinished—maroon on the outside and varnished on the inside—and installed. The



Two views of components for 1160. **Upper:** New leaf springs for the trucks. **Lower:** One of the motors after overhaul in Portland. RS

long mahogany truss planks under the seats have been rebuilt and are ready for installation. Those of the second side are in process. The paint on the vestibules has been stripped and both have been painted in brilliant white enamel. A large section of the second side of the car has also been stripped in preparation for repairs and painting.

Cleveland Railway Center Entrance Motor Car 1227.

In 1997 the Museum was very fortunate to obtain a pair of Brill 68 trucks with motors, kindly donated by the Greater Cleveland Regional Transit Authority, a great leap toward making the car complete. In 1999 the four motors were sent to Electric Motor Works where they were overhauled. The trucks were also refurbished, but fortunately did not need as extensive work as some cars. They were primed a dust color, matching original Cleveland Railway paint found on protected surfaces, and placed under the car's body. The car is now back down on proper trucks for the first time in over 15 years after being rescued from oblivion at a defunct trolley museum site in New Jersey. The car's original body quadrant (side-bearing) plates were badly worn and have been replaced with new. Square holes for their anchor bolts were made in the steel using a special Seashore made broach.

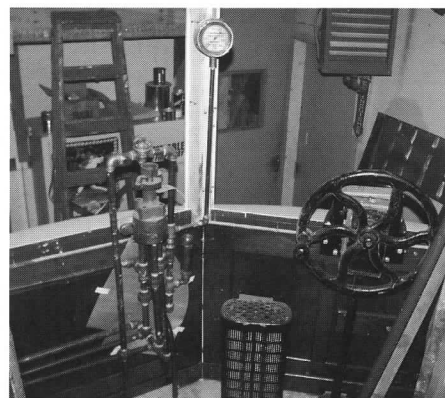
Two vital components are still required to permit the car to operate: at least three

special Cleveland Railway-style brake shoes and a National BB2 air compressor. Despite extensive research, none of these has turned up as yet.

Work on the window sash has been completed, and all have been given a maroon exterior and varnished interior finish. Most remaining exposed interior areas and trim has been stained and varnished, although there are still areas needing finish work and trim pieces to be processed, along with some larger parts such as the doors.

Using cherry wood donated by the Museum's Log Cabin Road neighbors, Huston and Company furniture builders, a new cab door was fabricated using one borrowed from the Connecticut Trolley Museum as a pattern. That museum also furnished an original of the unique Nichols Lantern light selector switch from which we made two copies—one for 1227 and the other for matching trailer 2318.

Interior progress was significant in Cleveland 1227. **Upper:** New headlining and the reconstructed cab partition are in place. **Lower:** The reconditioned air brake stand, hand brake wheel, and heater have been installed. JS





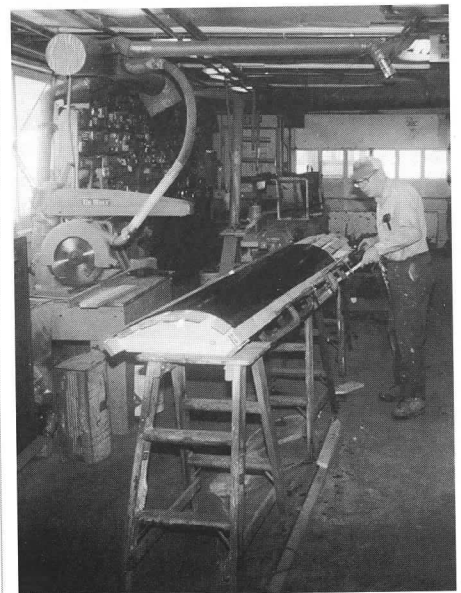
with the use of lightweight construction, greater use of steel, low profile, and comfortable seating.

The 4175 project had been underway for some time, but has been largely dormant for four years until a major bequest was received from the estate of Mrs. Laura Wonson, mother of streetcar historian Richard Wonson. Also the project sponsor had been forced to withdraw because of health reasons, but has now become much more involved by periodic visits and frequent e-mail.

When the project was resumed in the fall the first job was to remove stored components and inventory the multitude of parts that had been accumulated or fabricated for the job. The emphasis is on the body, getting it finished and painted, as well as to install restored components. When this is completed, mechanical/electrical work will take place as contributors underwrite the work, inspired by the high quality of the body restoration.

The car is being returned to its earliest period when it was staffed by both a motorman and a conductor. Many of the features of this period had been removed when it was made a one-man car in 1917. Because its two-man configuration lasted only about three years, photographs are less common, especially of the interior. A complete curatorial record is being compiled, including photos of the car from every possible angle in its early period as well as its later periods operating in Newport, Rhode Island and Asbury Park, New

Below: Donald Curry using a custom jig he built to form the curved headlining panels for the edge of Bay State 4175's ceiling. DC



Above: Member Otto Petsch, who has been a valuable source of historical detail, aboard a sister of Cleveland 1227 in the 1940s. **Left upper:** The car's trucks disassembled during restoration. **Left middle:** New side bearing plates machined in the shop await installation. **Left lower:** Veteran signmaker Ken Haselton lays out a destination sign for 1227. OP/JS/DC/JS

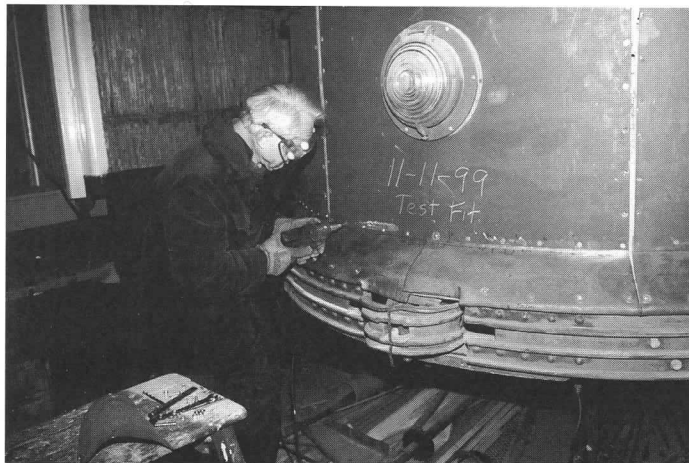
year. A decorative touch to the headlining is the intricate *fleur de lys* on the corners of each panel. A silk screen of the black outlines was made and gave a very satisfactory test run. Next is the filling in of the loops with aluminum. The 24 decals will then be applied to the headlining and varnished, complementing the already-applied decorative striping, and finishing this major section of the project.

Next on the task list is to install the motor and control wiring under the longitudinal seats opposite the doors. When complete, the new and previously fitted seating can be installed permanently. We still hope to acquire nine authentic replacements for the missing cross seats on the other side.

Bay State Street Railway Semi-Convertible car 4175. Obtained in 1976, 4175 represents a typical 1914 New England trolley. Further, it is the first of the trilogy of streetcars representing the last three types of cars operated by the vast Bay State and its successor Eastern Massachusetts Street Railway. Car 4387 of four years later represents improvements in design over the 4100's although it also has many of the same features. Car 4175, built to be weight saving, resulting in reduced power consumption, looked backward in its construction methods. The 4300s, with heavier steel sides, more rugged floor, greater window area and larger doors and vestibules, showed how the designers learned from their errors. No. 7005, built ten years later, looked forward



An important detail on any car is its destination signs. The last of three, the side sign showing a city-wide sampling of principal streetcar lines, was fabricated this



Left: Volunteer Burt Rendell countersinks a hole in the process of fitting of an anti-climber shield on Bay State 4175. These panels, which were frequently damaged in minor collisions, are a challenging piece to form due to their compound curves. DC

down over time creating a potential fire hazard. Generally, original wire has been replaced by modern wire that does not resemble the original. Thanks to contacts with the Western Railway Museum we have obtained the proper rubber insulated, cotton colored wire in the original gray color. Although the wire will not be visible, it is part of the curatorial effort to be as faithful to the original as possible.

Since 4175 was acquired as a stripped body, many of its components had to be obtained from stock, located elsewhere, or fabricated. The electric heaters were surplus from Cleveland 1227 which was heated only by a coal stove in the configuration to which it is being returned. The cross seating was rebuilt from seats obtained from the Shore Line Trolley Museum and believed to be from a Montreal and Southern Counties car. All cushions and backs have been completed. The frames must be narrowed approximately one inch to create the correct aisle width. New bases will be constructed for the four corner seats, while the corroded bases of the cross seats were remade by a skilled volunteer.

The Museum has been fortunate to have a number of volunteers available in the Shop on a regular basis who have supplemented the paid staff on this project. We anticipate further progress in 2000 now that work on the car has resumed.

Third Avenue Railway 631 (Manhattan-Bronx). Using an original borrowed from the Shore Line Trolley Mu-

Jersey and on its arrival as a very dilapidated body in 1976. Most fortunately an article entitled "Reduced Weight Semi-Convertible Car" appeared in the April 2, 1910 *Electric Railway Journal* detailing the construction and wiring of the car. Unusual was a tabulation of the weights and numbers of virtually every component as a means of demonstrating how much weight was saved by the design. This has helped immeasurably in determining which pieces were needed in this restoration. A complete day-by-day curatorial record has been kept since 1994.

Taking advantage of an unusually warm fall and early winter, the exteriors of the vestibules were largely completed. This included fabrication of steel dash skirting, installation of steel moldings around dash panels, fabrication of long-missing arc light mounting bars, and fitting the window sash and numerous smaller components. Clerestory sash, beautifully rebuilt by the project sponsor some years ago, were fitted and then insulation installed in their place so the car could be heated during the colder months. Thanks to a find by the project's sponsor on a car body about to be destroyed in Pennsylvania, the

needed rare ribbed "chicken wire" glass was cut and installed in the end clerestory windows.

Fitting wood sash to wood window posts can be challenging due to warping and other irregularities. The guide channels must be carefully chiseled so the windows slide easily but not too wide so they fall accidentally. This was completed in the fall. The large Masonite ceiling panels, including six specially curved panels, fabricated two years before, were sprayed with yellow enamel in the color recommended by a Society for the Preservation of New England Antiquities color analysis on a surviving original piece. The aluminum, maroon and black striping remain to be applied. At the same time the wainscoting was also painted.

It is the Museum's practice to replace original car wiring, as insulation breaks

Right: The new floor is largely complete inside Wheeling, West Virginia curved-side 639. JS

Below: As a finishing touch to the recently-completed restoration of New York 631, folding seats used in front of offside doors were fabricated. DC





Above: Former Boston PCC car 3340 now welcomes the public at the Museum entrance. The car, restored by volunteers some years ago, was touched up for this service. The banner promoted the first annual Pumpkin Patch weekend, an event which tied trolleys and the holiday together for kids. PM

seum of Connecticut, new jump seats were fabricated from scratch. The jump seats were removed for its service life in Vienna, Austria and are flat benches which fit across unused doorways depending on which direction the car is being operated. Work continues to make the low-voltage battery circuits dependable. In an unusual design they are charged through a 12-volt automotive type generator belted to the compressor.

Wheeling, West Virginia Curved-side car 39. Thanks to a major volunteer effort, almost all of the light-weight fir flooring was installed from previously specially milled stock. Next on the schedule is to fit pneumatic motors for the car's large sliding doors. The Museum has recently acquired a number of the correct door motors, from Chicago "L" cars built in the 1920s, to enable authentic re-

equipping this and other incomplete cars with sliding doors.

Boston (ex-Dallas Railway and Terminal) double-end PCC 3340. To give a new appearance to the Museum's entrance, 3340 was spruced up for this role. Work included replacing some rotted trolley support boards and painting rusted areas of the roof. On the sides of the car are professionally prepared billboards advertising the Museum as well as reproduced decals of the famous MTA (Metropolitan Transit Authority) "Blue Egg" logo. For passing Bostonians the "Park Street via Subway," "Boston University Field," and "Mattapan-Ashmont" destination signs should evoke memories.

Boston "flat-top" PCC 3127. The interior was spruced up by carefully sanding rusted areas and repainted with gray-

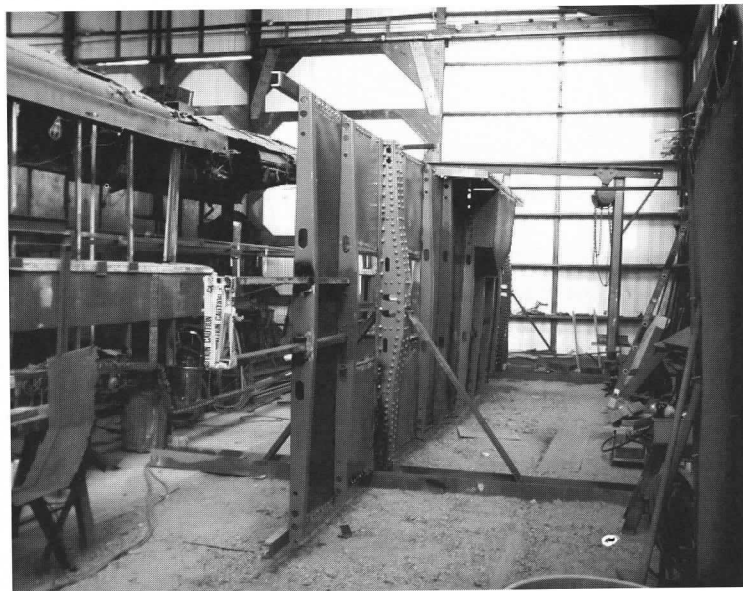
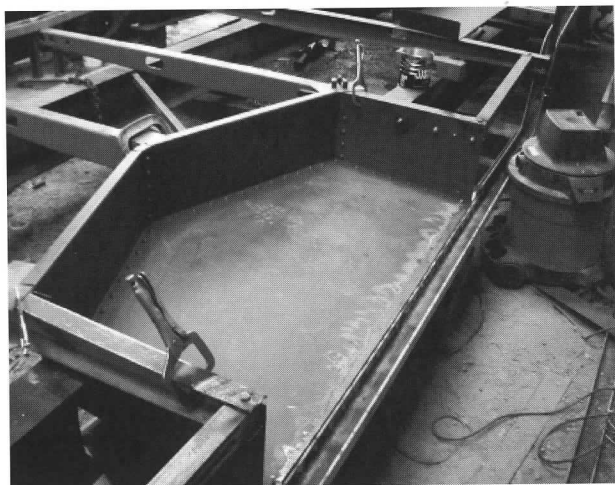
beige and apple green. In its final operating years some of the car's window latches had become inoperative so, using spares salvaged from 3127's scrapped sisters, our Shop master machinist rebuilt or replaced defective catches, making the window operation safer and easier.

Rochester Peter Witt 1213. A visitor to the Shop would be startled to see 1213 as it was situated at year end. For safety and convenience in final riveting, the bottom steel floor-frame structure was turned on its side beside the upper part of the car's body. Using a plasma-arc cutter, a clean cut was made around the entire upper section (supported by a steel framework to keep it elevated and straight). A large new panel was bent and welded into place around the rear. In the floor section the unusual pentagonal-shaped step well assembly was designed and fabricated using a combination of remnants of the original and historic photographs as guides.

Portland-Lewiston Interurban No. 14, The Narcissus. Rehabilitation of the arched mahogany clerestory sash was completed by a member working in his well-equipped home wood shop using a combination of new and original wood. Member Ed Whitney of Brunswick, Maine, who has restored many of the stained glass windows, retired from the business and turned it over to Doug Leyland of Harpswell, Maine, who operates the Laughing Loon Glass Studio. Doug will maintain the same high standard as Ed.

SEPTA Bridge Car 1018 has had large areas of its exterior paint scraped by a volunteer. He also replaced a number of dete-

The massive project to build a new underframe for Rochester Peter Witt 1213 made major strides. **Right:** The new frame is on its side to ease riveting. **Below:** A new center stepwell has been fabricated and is clamped for final riveting. Note the unusual V-shaped step. JS





Above: Conrad Misesk, sponsor of Philadelphia-Camden subway car 1023, repairs a door window, as the exterior nears completion. JS

riorated areas of its magnesium-cement floor with authentic material.

SEPTA Bridge Car 1023. During the winter months the car's sponsor rebuilt many of the seats which were allowed to deteriorate during its last operating years. He has also done exterior stripping and painting as well as preventive work on the wooden trolley boards, installed by the Museum in order to allow the car to operate under trolley wire. He has also largely completed the repainting of the interior in its final paint scheme.

Aroostook Valley Railroad Combi-

Below: Bob Reich and Donald Curry mask the window sash area of Aroostook Valley interurban 70, as part of its exterior restoration. JS



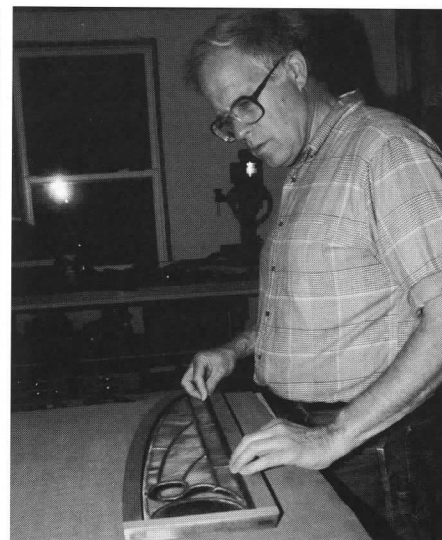
nation Car 70. In 1999 overhaul of the car's distinctive arched upper side sash was completed. This included splicing in a number of patches in the cherry wood. New cherry beading was steamed and bent to the sharp curve of the arch. Then the sash were all glazed, stained, varnished (inside) and primed (outside) and installed.

This job was complicated by the way the pieces for the sash and trim are cut from solid wood (the only materials available in 1912 when 70 was built) where the very short grain is subject to cracking. Using epoxy and small scraps of new cherry, the wood was made whole again. The arched trim was particularly tricky because of its small cross section. All was fastened in place and then epoxy fairing compound used to make it appear as one unit 'squeezed' from a tube.

The car is painted in authentic Canadian Pacific Railway maroon as the Aroostook Valley was once a CP subsidiary. A high-quality linear polyurethane marine enamel was applied using a brush. Because lead is no longer used, the coverage of substrates was difficult. The final coats will be applied by spraying which should cover much better.

Thanks to the Museum's Historian, original Wason Manufacturing Company builder's photos were obtained of 71, 70's sister car. These show gold leaf box striping outlining the main body areas as well as the original Aroostook Valley Railroad lettering on the letterboard. Because the

Below: A contrast in eras—Aroostook Valley 70 of 1912 with its classic interurban lines sports its newly applied Canadian Pacific maroon as it waits on the shop lead during a shifting move. Meanwhile, Philadelphia PCC 2709 of 1947 passes on the main line in passenger service. JS



Above: Tom Hughes repairs the leaded glass from one of the *Narcissus's* upper windows. DC

car had so few changes in its 35-year operating history, the return to its original scheme is appropriate.

Plans are to complete the exterior, install the overhauled lower sash and vestibule doors, and letter the car. The interior, although largely complete, suffered during years of outdoor storage when its roof leaked badly. The roof has since been completely rebuilt and recanvassed. The interior work will be a major project and will be dependent on ongoing funding by donors interested in the car.

Massachusetts Northeastern Street Railway No. 50. Built in 1902 by the Laconia Car Company, 50 represents an early type of very typical trolley, not cur-



Above: Volunteers from the Museum's track crew are thoroughly rebuilding B&M inspection car 500. Here a new cornerpost is fitted. JS

rently represented in the exhibited collection. An interested member has taken the project on, undertaking historical research, learning the restoration trade as an apprentice in the Shop, and working on soliciting funds from various agencies interested in historic preservation. He has cleaned out the entire car so its condition can be assessed. Many of its interior details are still in excellent condition including the Laconia Car Company decals, cherry molding and even three of the four original longitudinal green mohair seat backs. They are suitable patterns to make a replacement for the missing one.

Middlesex and Boston Street Railway single-truck closed No. 41. This 1901 car from Boston's western suburbs may be the oldest surviving electric car made by the Stephenson Car Company. A new tarp was applied to protect the car, as it is stored along the open side of Fairview Barn. The long term program to build interest and secure funding for this car's eventual restoration advanced in 1999. As this report goes to press the total raised is nearing \$12,500. The car's sponsor has been promoting the restoration project in towns where the car ran. He has also formed an M&B club to develop interest in the car's history and to help with fund raising.

Three Massachusetts groups, the Needham Historical Society, the Natick Historical Society, and the Lexington Historical Society have been helpful with research into the car's service life. Research by Natick Historical Society Curator Ann Schaller revealed that No. 41 began its non-transit afterlife as Ray's Diner on North Main Street at Worcester Road (Route 9) in Natick. At the time, this junction was an important stop and transfer point between M&B buses and the Boston-Worcester Trolley Air Line, which ran interurban cars, including Seashore's No.

149, until 1932. Ironically, Mrs. Schaller went to school with and dated Seashore founder Ted Santarelli.

MBTA Orange Line Rapid Transit No. 1178. Over 50 steel patches were welded to its roof. The control-end plywood floor was removed to gain access to deteriorated steelwork. The steel was repaired and the car end painted orange.

Boston and Maine Railroad Fairmont Motorcar 500. This gas-line-powered railway inspection car is constructed of a wood frame with masonite sheathing, canvas-covered wood roof and light steel sheeting. Much of this has deteriorated over the years. Volunteer members have rebuilt much of the wood frame.

Toronto Transportation Commission Peter Witt No. 2890. The car, acquired in a trade with the Halton County museum in Ontario, was unloaded directly into Highwood Barn and thus was placed on public exhibition immediately. Volunteers completely cleaned the car and replaced some missing glass in a center door. A member from Baltimore who serves as conservator of Baltimore Peter Witt 6144 made the lighting system functional. Our destination sign volunteer expert from Albany, New York, repaired the inoperative side signbox mechanism and lubricated the others.

The car has generated considerable interest as well as financial support. A plan to

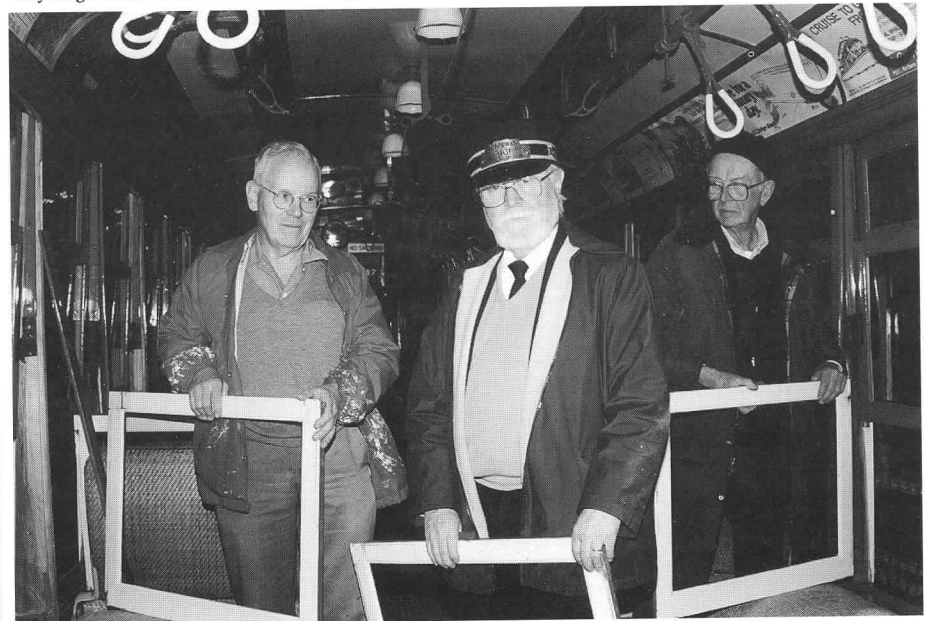


Above: Track crew members Peter Wilson and Ben Yuscavitch prepare to do some drainage ditch maintenance using a rented backhoe. JS

regauge the trucks from Toronto's 4 foot 10 7/8 inch gauge to standard 4 foot 10 1/2 inch gauge is germinating. The car also needs some structural repairs and final stage interior restoration before joining the operating fleet. Also needed is some exterior painting and lettering.

City of Manchester. While operating on the main line the City of Manchester's trolley pole caught on the overhead wire pulling the trolley base and supporting wood frame off the roof. Fortunately no damage occurred to the car itself although several of the frame's wood members broke. These were replaced and the entire structure securely fastened to the car's roof. Over time the car's light sockets have been broken so they and their associated wiring were overhauled, making the car fully lighted for the first time in some years.

Below: Three retired volunteer stalwarts of the Museum's restoration program, Bob Reich, Bob Black, and Lee Johnson remove windows from Eastern Massachusetts Street Railway No. 4387. The car has a very large number of windows that they and other members are currently refinishing. DC



Car Maintenance. A major function of the Shop is maintenance of the operating fleet. This usually starts in the spring with lubrication of the motors and controls. As the season progresses, larger problems are tackled such as overhauling air compressors, door engines, and deteriorated body areas. One of the Shop staff members has been traditionally assigned to take care of operational problems during the season as well as keeping the fleet in top shape.

In preparation for the 2000 season, volunteers removed the window sash from Eastern Mass car 4387. These were refurbished in 1987 and had begun to show signs of deterioration. Repairs are being made prior to resetting of glass and repainting. One volunteer, who specializes in solving electrical problems, made the long-inoperative lights in Sydney, Australia car 1700 light again. A K-71 controller of Boston Type 5 car 5821 was overhauled. One troublesome pneumatic door-operating engine of Philadelphia and West Chester center-door car 62 was removed and thoroughly overhauled. Connecticut open car 303's brake system malfunctioned causing some seriously bent brake beams. The problem was diagnosed, repaired and the car put back in service. If sufficient funding becomes available, the paint job started in 1998 will be continued in the 2000 season. To make it safely movable, a coupler mounting was fastened to one end of Lake Shore Electric car 171.

Other volunteers cleaned the inside and outside of Union Street Railway horsecar No. 10. Funding is being sought for an expert to spend a day at the Museum advising how to maintain or repair the original elaborate exterior paint scheme. At the same time they will be asked to look at other cars which still have original finish such as the decals in Mass. Northeastern car 50 and the gold leaf stencils on Connecticut 1160's headlining.

In order to keep the Operating Department and Museum administration fully informed, a "State of the Fleet" document is now regularly prepared listing the status of cars which are likely to be operated. This includes classification for full or limited operation, mileage since last inspection and problems which need attention before the car can be put in full service.

Other Equipment. For the first time, thanks to donations from interested individuals, the Shop now has a new stationary air compressor. This replaces a used



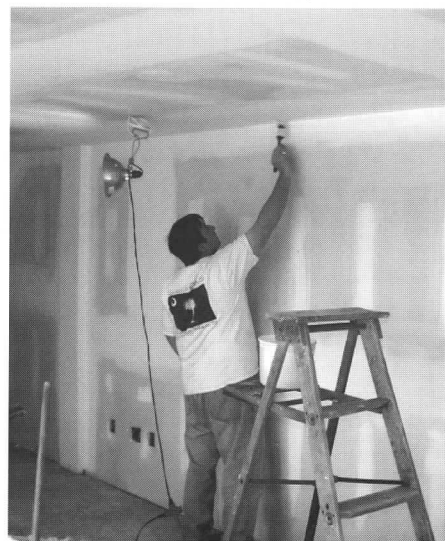
Above: Milwaukee 861 has had most of its underfloor wiring replaced as part of its gradual mechanical upgrading. Here a Pettibone tractor is used to lower the body back onto one of its trucks. JS

one donated over 25 years ago and a DC rapid transit car compressor. Another larger capacity machine was also donated at the end of the year. Between the two, there is ample supply to operate the sand blast cabinet and other air tools on a continuous basis, thus greatly increasing productivity. The Shop also received the donation of a larger capacity sandblast cabinet making it possible to blast significantly larger objects. This replaced a very much and long-used smaller unit. Through research a better more long-lasting blast medium has been found, greatly reducing the spent grit disposal problem.

In cooperation with the Museum Safety Committee, the Shop staff has done a great deal of research into safe spray painting. This hinged around several areas: personal protective equipment, proper air supply, environmental concerns, and ventilation. Representatives of the 3M company provided an excellent seminar on the proper type of respiration equipment needed. The new air compressor, along with new filters and air hoses provides the air supply. A new High Volume Low Pressure (HVLP) spray gun has been purchased and test-run. It produces significantly less overspray and provides a much higher transfer of material to the objects being painted. In 2000, a paint booth will be constructed to permit the spraying of components, greatly increasing production as well as quality of finish. Outdoor paint spraying will continue to be done according to the Museum's new practice which was developed in conjunction with various state and federal environmental regulations.

The Shop Staff. During 1999, at its peak, the Shop staff consisted of four full-time employees, one of whom was also part-time groundskeeper. They were supplemented by three summer employees who were part of a pre-apprentice program. At the end of the year, for various reasons, the paid staff consisted of two full-time employees, both of whom have considerable experience. To carry out the planned programs the staff needs to be increased by two more full-time employees. With the tight employment market and the limited wages the Museum can afford to pay, it has been challenging to find suitable candidates for the positions. The persons most likely to be able to fill the positions are retired individuals who have supplemental income.

Below: Paul Kochs applies the first coat of paint to the new financial office in the Visitors Center built with donated labor, material, and funds. JS



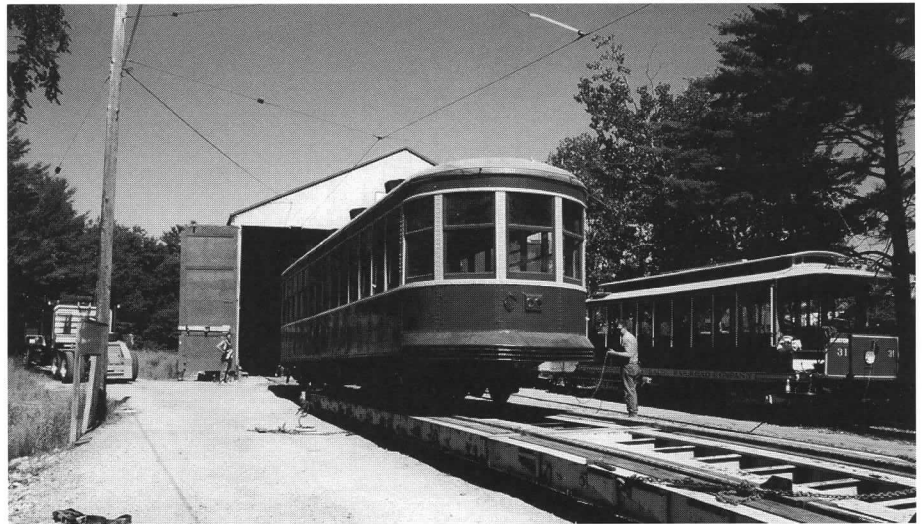
Seashore 1999 Acquisitions

For the first time in several years, Seashore in 1999 accessioned a complete city streetcar representing the central era of a major system. **Toronto Transportation Commission car 2890**, built by Ottawa Car Company in 1923, is of the Peter Witt design. This type, named after the Cleveland transit executive who developed it, is a single-end car with a front entrance and center exit, with the conductor seated at the center door. Baltimore 6144 and Rochester 1213 are other cars in our collection of this design.

No. 2890 is a "Small Witt." Altogether, some 350 Witts were the primary workhorses of the Toronto system for almost four decades. The 250 "Large Witts," introduced earlier, could and did pull trailers, and served the heaviest lines, while the small Witts ran systemwide. Other considerations had foreclosed the possibility of Seashore obtaining a conventional Toronto streetcar when the last were retired from service in the 1960s. We have the largest Canadian collection outside of Canada, but it was mostly from Montreal and what has become the largest city in Canada remained unrepresented. Other than Detroit, Toronto was also the largest city in English North America not represented in the Seashore collection.

No. 2890 was acquired in a trade with the Ontario Electric Railway Historical Association. The car had received considerable restoration work at OERHA's Halton County Radial Railway, resulting in a varnished wood interior instead of paint, and only a small amount of work remains to

Below: Lake Erie & Northern 797 is loaded for its trip to Halton County, Ontario as part of the trade for Toronto Peter Witt 2890. DC



Above: Toronto Peter Witt 2890 is unloaded in front of Highwood Barn after arriving from Canada. The car was unloaded onto temporary rail due to Toronto's slightly wider than normal track gauge. PM

be done. Also necessary before the car can run at Seashore will be regauging of the trucks from 4' 10 7/8" Toronto gauge to 4'8 1/2" standard along with an as-yet undetermined amount of underfloor structural work. These are expected to be not too difficult projects, and the hope is that No. 2890 will be ready to join the operating fleet in the foreseeable future, if funds are raised and volunteer labor is donated to do much of the work.

In return, Seashore gave to the OERHA **Lake Erie & Northern Interurban combine No. 797**. Seashore obtained this car in a 1969 rescue mission at the rapidly disintegrating Rail City Museum in New York. The Syracuse Chapter of the National Railway Historical Society, owner of the car, feared its destruction, as actually happened to several other items left there. Since its arrival at Seashore, No. 797 had attracted relatively little interest. As the car is from a system that ran near the Halton County museum location in Ontario, and as Seashore had other wooden interurban combines in its collection, the car was more relevant to their collection than to Seashore's nationally and internationally oriented collection, so the trade was favorable for both museums.

In 1999, Seashore also continued its program of obtaining **trucks and other equipment** to complete important cars obtained only as bodies. Japan has been particularly rewarding as older cars equipped with American trucks and controls are being replaced by modern domestic equipment. Needed at Seashore for several incomplete cars were maximum traction trucks (a Brill design in which

one axle was powered and equipped with large wheels while the other was unpowered with smaller pony wheels), but in Japan they had been used only in the port city of Kobe, where service was abandoned some years ago.

At the time, however, several cars were saved, and a very credible display with two restored cars plus cutaway motors and controllers was established at the shops of the new city subway in a building built for the purpose. Two more cars went to the municipal zoo, where they sat less appreciated next to the ocean, and suffered from salt air corrosion. The zoo eventually decided that the cars were not suitable exhibits so one was sent to the subway, where it was set out back under a tarp with no plan, and the other came into the possession of the Old Spaghetti Factory restaurant. This American chain has traditionally had a streetcar in every facility, and some nice cars have been preserved, though later they used home built replicas. The second Kobe relic was destined for a restaurant, and was parked behind the local restaurant pending installation. The Spaghetti Factory was located in one of the very few old buildings that survived the devastating Kobe earthquake, but it was subsequently determined that the structure was damaged beyond repair. Seashore was not in a position to take a complete car, and several other efforts to find a home for either of them had failed. Seashore queried Seattle, Kobe's Sister City, with the thought that these cars might run on the new Waterfront Trolley line, but officials responded that their operation was designed around Melbourne cars, and they were not interested.

Bus Department Report



Above: One of the Brill 39-E "Maximum Traction" trucks from Japan is unloaded on arrival. PM

But both sets of maximum traction trucks were in quite good condition, and it seemed that they might be worth saving if the cars were doomed to destruction. Through our Japanese Representative, Bill McKeown, we began inquiries. It turned out that the two cars had come under the aegis of different city bureaucracies. The Transport Department at the subway offered to give the car, though they were not sure they wanted it scrapped, especially on their property. There was no clarity as to whether ownership of the other had been given to the restaurant or it remained with the Parks Department from its days at the zoo. The local management of the Spaghetti Factory was favorable to our interest, but headquarters in Tokyo would have to negotiate with the city, and some hesitancy was expressed about scrapping on site. Substantial and lengthy long distance negotiations ensued, but we were eventually fortunate in arranging for the scrapping of the cars and container shipment of the trucks and other parts.

Scrap metal at the time had a negative value in Japan, so these were somewhat costlier than some of the trucks gained earlier from railway companies directly, but were still a bargain for this rare equipment. The trucks arrived during the summer of 1999. Subsequently, plans were made for another trip to Japan in the Spring of 2000 to find more useful parts. These projects are critical to the long-term interests of the collection, as they represent what may be the last chance to obtain authentic trucks and motors for many of our cars.

The acquisition costs for one pair of these trucks was donated to equip **Cincinnati Street Railway No. 2105** of 1917. Though Cincinnati's 2100 series cars used locally produced Elliott maximum traction

trucks, preceding groups of very similar cars used Brill trucks of this type.

Interestingly, various street railway properties using maximum traction trucks oriented them in different ways under the cars. The Museum's Philadelphia car, No. 6618, has the pony wheels at the outer ends of the car, while Biddeford No. 31 and Dallas No. 434 have the pony wheels toward the center. Cincinnati cars, on the other hand, had the pony wheels of each truck toward the front. This positioned the rear axles, both supporting the motors and having the larger wheels at the rear of the trucks, to give better traction on the city's hilly terrain.

The distinctive car type was introduced to Cincinnati in 1903. Including 50 single-truck versions, the general style extended to 581 cars, the last 105 being built in 1919. The cars were the dominant traditional streetcar throughout the city for most of the traction era. Some remained in service until 1949, operating concurrently with the latest model post-World War II all-electric PCC cars.

Though one of America's largest traction properties, only three representatives of Cincinnati's traditional street railway fleet have been preserved. Thus it was considered vital for this rare survivor to have appropriate trucks, which at this late date were an equally rare find on an operating transit property.

The other truck pair has been assigned to New York State Railways Rochester Division No. 394, moved to the Museum in 2000. These trucks replicate the car's original equipment.

Right: A sister bus to Seashore's newly acquired K-514 has just discharged passengers at the Wildwood, New Jersey bus terminal. It is on the Atlantic City-Wildwood local line, and is heading back to Atlantic City on August 11, 1969. MB



Outreach

Select vehicles from the Museum's bus collection occasionally travel offsite to participate in local events. This year marked the second year of cooperation with the Kennebunk/Kennebunkport Chamber of Commerce to provide shuttle service for their events. In March, Boston MBTA bus 6169 shuttled exhibitors and show patrons of the Kennebunk Home Show from a remote parking location. The service helped raise our visibility at the event. Bus 6169 carried new advertising signs donated to the museum for such events and for use on our display car at the front entrance.

No. 6169 also provided an unusual service connecting a local campground with the Museum for a Shriners' family gathering. Hundreds of families made the 2.5-mile roundtrip from the campground to enjoy their visit to Seashore. We are grateful to the Shriners for including the Museum in their activities and for donating a pair of 8D batteries for No. 6169.

With the Museum's own car 31 appearing in Biddeford's annual *La Kermesse* celebration and parade, No. 6169 was substituted this year for No. 627 to run in the parade behind car No. 31. The bus was chosen in order to display the new advertising signs that feature a photograph of No. 31. The contrast between the relatively modern 1967 bus and the vintage 1900 streetcar was striking.

During the year, Seashore's Brantford Ontario bus No. 627 was displayed at several local antique automobile meets.



Left: Boston MBTA bus 6169 carries passengers from the Kennebunk Home Show to remote parking locations as part of Seashore's cooperative efforts with the community. PM

Conservation Projects

Since its acquisition in 1990, **Brantford bus No. 627** has frequently traveled outside the museum attending promotional events. It received a cosmetic restoration in 1991, and mechanical and maintenance activities have been undertaken as time allowed since then. In 1999 the focus was on the vehicle's braking system: linings were replaced, wheel wells were painted, and various components were either treated for rust or replaced. An ongoing challenge has been locating suitable replacements for the rare/obsolete rims. Two more with tires were located and installed in 1999.

In 1998 the Museum acquired a **1937 Yellow Coach Model 733** 20-passenger bus from the Lincoln, Nebraska Transit Agency so that it could be made available for use by the operations department as needed to provide a service for Museum visitors. Though the coach arrived with substantial restoration work already performed, several projects were necessary to ready it for use in regular operation.

The bus was moved into the shop late in the year and work commenced on replacing the front, raised section of floor. It was not installed tightly, allowing exhaust gases to enter the coach. Once removed, it became clear that the worn/broken door opener linkage/components would need repair before the floor could be replaced. All the pivot points were removed and sent to a contractor to have new bushings installed. Components of the clutch linkage were also removed and sent for overhaul. Engine components such as the generator, starter, and radiator have also been sent out for repair.

A component that had been improperly replaced was the driver's seat. The compact design of this engine-in-front bus necessitated a specially designed seat and plat-

form bracket. The replacement that had been installed was bulky, in poor condition, and did not allow easy access to controls. During the search for an original seat, another coach of similar

age was located in Vermont. The coach was purchased with donated funds and moved to the Museum, complete with the original operator's seat and bracket. This coach quickly proved its value immediately providing needed parts and acting as a reference for missing components.

Boston MBTA No. 6169, in addition to being a valuable piece of our transit vehicle collection, is used occasionally off property in community events. In addition to regular maintenance and repair, it receives regular improvements. In 1999 a rusty, dented, and generally unsightly section of the dashboard was removed. The dented portions were repaired and matching paint applied. Also the torn driver's seat cushion was removed and reupholstered. Other work included the replacement of the rear door engine and the replacement of a tire.

Acquisitions

A common practice among interurban trolley lines and steam railroads from the late 1920s through the 1940s was the extension, and oftentimes replacement, of rail passenger service by the use of motor coaches. The Boston and Maine Railroad began using buses in 1924, operating them via a subsidiary called the Boston and Maine Transportation Company.

Bus historian Loring Lawrence had for many years preserved the last remaining **B&MT highway coach, a 1949 PD 3703 General Motors parlor bus No. 784**. In 1956 the B&MT sold its Manchester-Lawrence route to Trombly Motor Coach service, and No. 784 was one of four coaches included in the sale. In 1962 it was sold to W&W Lines and became their one and only vehicle during the company's three week tenure. It was later purchased by a school in Dublin, New Hampshire and regularly made

twice-annual trips to South Carolina with the school's choir. In 1977 Loring Lawrence purchased the bus.

Perhaps No. 784 has special significance to the museum since it regularly rolled up and down U.S. Route 1 through Kennebunk. B&MT No. 784 is an excellent representative of equipment typically used by interurban operators such as Lake Shore Electric's successor Lake Shore Coach Company.

In 1999 the Museum acquired **New Jersey Public Service Coordinated Transport bus General Motors model TDM-4512 No. K 514**. Long-time member Everett Mead of Concord New Hampshire had owned this bus since he purchased it from Wilson Bus Sales of East Templeton, Massachusetts in 1973.

Public Service Coordinated Transport was one of this country's largest and best run bus operations and served almost the entire state of New Jersey. Its service area extended from New York City to Philadelphia and all points in between. GM buses became the standard for most of the company's operations in the 1940s.

K514 is in remarkable condition. Although never restored, it was well maintained both by Public Service and Mr. Mead. It is our intention to restore the coach cosmetically and use it in our outreach activities.

Biddeford & Saco 31—60 years (opposite)

Top row left: On June 21 No. 31 leaves Seashore for the first time in 60 years. PM
Top right: Three appropriately dressed ladies on 31's front platform outside of the York Institute Museum and Dyer Library in Saco. PM
Second row left: Past Presidents of the Biddeford & Saco Rotary on board No. 31 on Main Street Biddeford on June 23. PM
Second row right: A banner proclaims the York Institute Museum exhibit for passersby. PM
Third row left and middle: Seashore attendees at the exhibit opening on June 21 included Paul Kochs, Peter Folger, Nancy Auclair, and Lisa Roland (left view) and Donald Curry, Dick Stride—son of the Biddeford & Saco owner who sold 31 to Seashore—and Phil Morse (right view). JS
Third row right: Seashore volunteers set up a controller and brake valve so that young visitors to the exhibit could try being a motorman. JS
Fourth row left: Car 31 staffed by volunteers at the *La Kermesse* fair grounds in Biddeford. JS
Bottom left: Jay McMahon explains the motorman's controls to a young visitor with the ferris wheel in the background on June 23. JS
Lower right: During the *La Kermesse* parade on June 25, No. 31 passes the office of Pepperell Trust in Biddeford, one of the sponsors of the 60th anniversary commemoration. JS



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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, conserved, and operated for the public.

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Above: A fine in-service view of Cincinnati Street Railway 2121 taken in 1948 on Jefferson Avenue in an attractive densely-built city streetcar residential neighborhood. The car is a sister of the Museum's 2105 for which trucks from Japan were acquired in 1999. M.D. McCarter photo - negative N-3742

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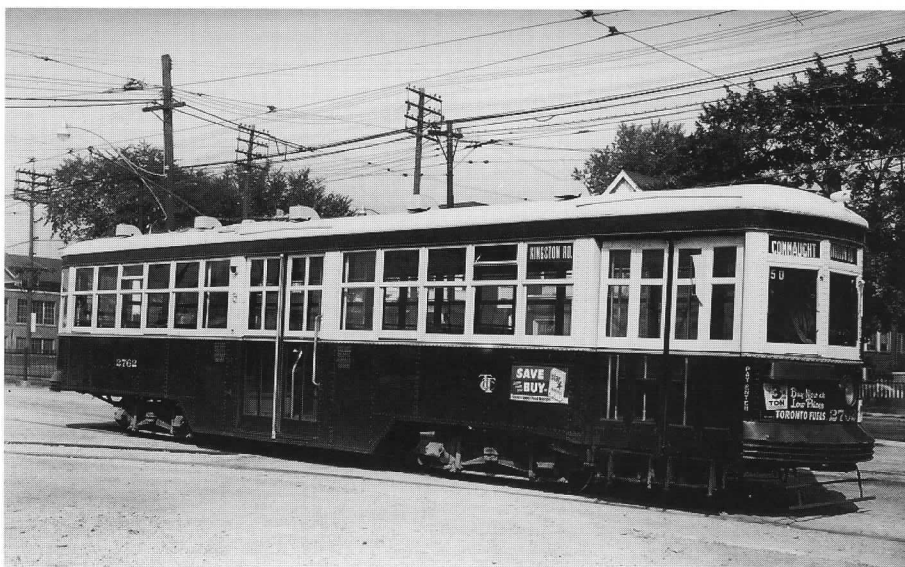
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Above: Toronto Peter Witt 2762, from a similar series to Seashore's newly acquired 2890, poses at a Toronto Transit Commission carhouse in the period when these cars dominated city streets.

PB

Museum Contributors

As always, a gratifying measure of the Seashore Trolley Museum's strength is the very generous financial support it receives from members and other individuals and from organizations. Listed here are all who donated or bequeathed \$50 or more in cash or value contributions during 1999. Total contributions exceeded \$388,000 of which cash was more than \$300,000.

In total more than 610 different members and nonmembers made contributions, more than 380 exceeding the \$50 threshold for the listing below, keeping our administrative staff quite busy with the very pleasant task of receiving, recording, and acknowledging this generous support. Over \$87,000 of the donations were to the general fund, which helped meet the unglamorous but necessary administrative costs of the Museum.

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 Anthony Sariol
 Claude R. Schwesig
 George A. Sefranek
 Michael & Sandra Severance
 John W. Seybold
 Joseph T. Shea
 Eric Shelly
 John Sikorski
 Sotir Family
 Charles H. Spaulding
 Clinton H. Springer
 C. William Stamm
 Harold M. Sterling
 John M. Stevenson
 Douglass B. Taylor
 James P. Teed
 John Stearns Thomsen
 William R. Thorne, III
 James P. Tower
 Roger D. Traubert
 James A. Vaitkunas
 John Van Kuiken
 Lloyd D. Vernon
 J. William Vigrass
 Donald Wendell
 Earl J. Whitney
 James A. Whittemore
 Benadict Yuscavitch
 Christopher E. Zearfoss
 Dorothy Zug

Donations from \$50 to \$100

I. Fred Andersen
 William R. Arnold
 Judy K. Avy
 Richard L. Barber
 Deborah A. Bennett
 Delia B. Bickford
 Robert A. Bickford, Jr.
 Ronald J. Blankman
 Lawrence V. Bowse
 Thomas F. Brady
 Lawrence S. Brown
 Robert L. Card
 Russell Phillips Chappell
 Miguel A. Cortes
 Harold E. Cox
 Paul L. Cronin
 Gerald J. Dean
 Michael S. DeGhetto
 Gene Donne
 James J. Doyle, Jr.
 James J. Earl
 Warren D. & Linda G. Erdman
 James Famolare
 Edward F. Flynn

George A. Forman
Warren R. Gay
H.B. Gershen
Jon Graham
Pria Graves
Ernest N. Haase
Charles Hance
Gerard Haviland
Robert W. Hewey
Koichi Hibino
Hobbit House
Allan W. Jayne, Jr.
Albert S. Jenness
Robert F. Kearns
Grace Chamberlin Kelly
Roger P. Lambert
J. Emmons Lancaster
Donovan J. Lewis
Amy N. Litchfield
Patricia M. Lutz
Richard B. Lynd
Thomas G. MacBride
David C. MacDonald
Marilyn Yuscavitch
Thomas A. Matola
Paula Jeanne Matthews
Paul J. Mayer
Joseph A. McCarthy
James W. McCloskey
Channing H. Morse, Jr.
Nadeau & McGarry
Howard D. Nelles
Helen Linnea Peterson
Otto Petsch
Nancy A. Randall

Thomas Remsen
Barbara L. Rencurrel
Burt Rendall
Frederick H. Richardson
H. Taylor Riegel
Barbara J. Rigby-Heath
Dale M. & Joyce E. Rothenberger
Ronald D. Ruggiero
William H. Salter
Donald F. Sanger
Ludwig Schmidt
Margery R. Schunk
Donald T. Scott
Earl H. & Marjorie B. Sexton
Carl A. Sherblum, Jr.
Michael Shiffer
Elwin A. Silloway
Leonard W. Silver
Arthur W. Single, II
Brian F. Smith
David S. J. Smith
John T. Spellman
Bram Starr
Jane S. Starr
Henry Szabelski
Taylor Rental
Eugene Victory
David L. Waddington
Henry S. Wells, Jr.
Maryline White
Jeremy T. Whiteman
M Dwight Winkley
Chester Yee
Richard Zidowecki

Ben Yuscavitch

100 to 250 hours

Mary Ellen Black
John Brinkloe
Jack Burns
Doug Carrier
Ed Fenton
Michael Frost
Chester Gabriel
Scott Hooper
Harold Kelley
Richard T. Lane, Jr.
Richard A. Lane
Hervey Lesch
George McQuiston
John Mercurio
David Newton
Ron Newton
Charles Publicover
Charles Robinson
Burt Shaw
L. Sikorski
Len Silver
Lester Stephenson

50 to 100 hours

Paul Boucher
Dale Braeninger
Michael Buckley
Jim Davis
James Earl
Ed Flynn
Norbert Gauron
Todd Glickman
Richard Gordon
Peter Haskell
Paul Knight
Bernard Martin
C. Perkins
Homer Perkins
John Sikorski
Denis Tremblay
Arthur Tufts

10 to 50 hours

Duncan Allen
Gerald Dean
John Fatula
Wendell Hawe
Allan Jayne
George Jones
Joseph Letwin
Donovan Lewis
Lee Marie
Luke McCaul
Terence McGinley
James Morse
Sam Morse
Donald Stephenson
Mark Sullivan
David Vasquez
Peter Wilson
John Yackenchick

Museum Volunteers

The Society also asks its volunteers to report the number of hours they have spent performing volunteer work. The value of this time is then recorded on the Society's financial statements as an indication of the value of this unpaid labor.

Listed below are the 80 volunteers who reported 10 or more hours in 1999. The grand total reported was in excess of 19,800 hours for the year. Reporting the hours is completely voluntary and, unfortunately, is not done by many volunteers, including some of those most active. Thus both the number of volunteers listed here and the hours reported very much understate the total number of hours volunteered.

The Board of Trustees of the New England Electric Railway Historical Society extends its deep gratitude to all of its volunteers, without whom the Museum could not function:

1000 or more hours

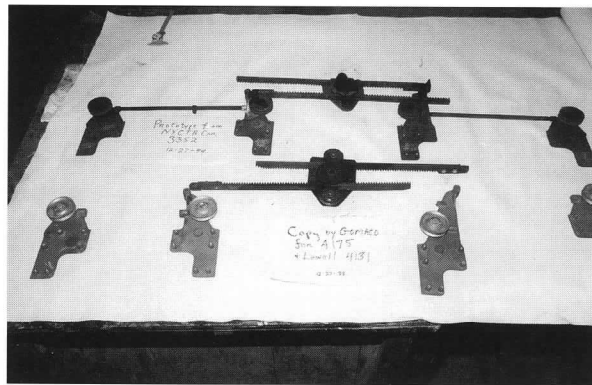
Jack Coyle
John Middleton
Roger Tobin

500 to 1000 hours

Richard Avy
Chet Bishop
Dann Chamberlin
Lee Johnson
Win Peck
Mike Peters
Charles Warren

250 to 500 hours

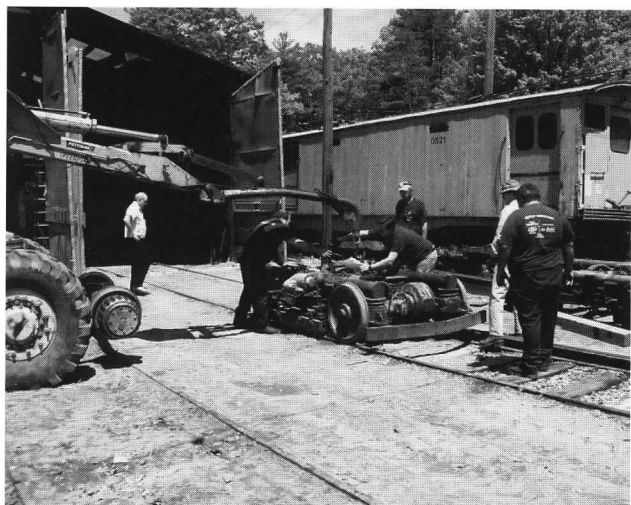
Robert Black
George Burdick
Dan Heffner
Eliot Kaplan
John LaFlamme
Arthur Leate
Fred Maloney
Jay McMahan
Phil Morse
Bob Reich
Burt Rendall
Jeremy Whiteman



Above: Sliding door mechanism from New York subway car 3352 served as a pattern for the Gomaco Trolley Company who made news mechanisms for Lowell replica 4131 its prototype at Seashore, Eastern Massachusetts Street Railway semiconvertibel 4175. DC
Left: Project sponsor Bill Pollman makes steel repairs to the roof of one of Seashore's pair of 01100 series elevated cars from Boston's Orange Line. The cars were built by Pullman in 1957. DC
Below: Dan Cohen and Bill Pollman assemble rack shelving in the Parts Warehouse to support pallette storage of motors and other large components. The shelving was obtained second hand. JS



Above: David Shaw and Chet Bishop renovate the crossing signal that protects the McKay Boulevard main line crossing behind the shop. JS
Below right: In a photo that could have been taken nearly 100 years earlier, Connecticut open delivers a crowd to a summertime event. JS
Below: A crew places a truck for Philadelphia PCC 2709 on the track after repairing a damaged motor. The car was soon running again. JS



Financial Report

Organization and Summary of Significant Accounting Policies

Organization - The New England Electric Railway Historical Society (the Society), the owner and operator of the Seashore Trolley Museum in Kennebunkport, Maine, is a Maine non-profit organization dedicated to providing information of a scientific and educational nature relating to the historical and mechanical use of electric street railways; 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 to properly accomplish the above mentioned purposes.

Income Tax Exemption - The Society is exempt from Federal income taxes under the provisions of the Internal Revenue Code as an entity described in Section 501(c)(3). It has also been determined not to be a private foundation under Section 509(a) of the Internal Revenue Service Code. Therefore, no provision for income taxes has been made.

Basis of Accounting - The financial statements of the Society have been prepared on the accrual basis of accounting.

Basis of Presentation - The Society reports its activities in accordance with Statement of Financial Accounting Standards No. 116, "Accounting for Contributions Received and Contributions Made" (SFAS No. 116) and Statement of Financial Accounting Standards No. 117, "Financial Statements for Not-For-Profit Organizations" (SFAS No. 117).

Under these provisions, net assets and revenues, expenses, gains, and losses are classified based on the existence or absence of donor imposed restrictions. Accordingly, net assets of the Society and changes therein are classified and reported as follows:

Unrestricted net assets - Net assets that are not subject to donor imposed stipulations.

Temporarily restricted net assets - Net assets subject to donor imposed stipulations that may or will be met either by actions of the Society and/or the passage of time.

Permanently restricted net assets - Net assets subject to donor imposed stipulations that they be maintained permanently by the Society. Generally, the donors of the assets permit the Society to use all or part of the income earned on related investments for general or specific purposes.

Contributed Support - The Society recognizes all contributed support received as income in the period received. Contributed support is reported as unrestricted or as restricted depending on the existence of donor stipulations that limit the use of the support. When a donor restriction expires, that is, when a stipulated time restriction ends or the purpose restriction is accomplished, temporarily restricted net assets are reclassified to unrestricted net assets and reported in the statements of activities as net assets released from restrictions.

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

Statement of Financial Position

For the years ended December 31

1999

1998

Assets:

Cash and cash equivalents:

Unrestricted	\$ 19,277	\$ 12,549
Restricted	209,759	134,326
Investments	427,988	239,217
Other receivables	5,992	8,261
Inventory	64,213	88,642
Prepaid expenses	9,751	3,471
Property and equipment net	1,247,500	1,288,981
Hamilton House	-	65,000
Investment in Biddeford Station	143,463	143,463

Total assets

\$ 2,127,943 \$ 1,983,910

Liabilities and Net Assets

Liabilities:

Accounts payable	\$ 9,154	\$ 2,723
Accrued payroll and taxes	13,691	23,725
Deferred income	11,625	16,230
Other accrued liabilities	17,302	15,650
Long-term debt	84,468	101,848
Total liabilities	136,240	160,176

Net assets:

Unrestricted:		
Undesignated	1,300,232	1,312,595
Board designated	196,126	75,017
Temporarily restricted	469,615	418,263
Permanently restricted	25,730	17,859
Total net assets	1,991,703	1,823,734

Total liabilities and net assets

\$ 2,127,943 \$ 1,983,910

See accountant's report and accompanying notes to financial statements.

is recognized to the extent expenditures are made, which can be charged against the grant. Unexpended grants are shown as deferred revenue.

In-Kind Support - The Society records various types of in-kind support including contributed advertising, long-lived assets, and materials. Contributed professional services are recognized if the services received (a) create or enhance long-lived assets or (b) require specialized skills and are provided by individuals possessing those skills that would typically need to be purchased if not provided by donation. Contributions of tangible assets are recognized at fair market value when received. The amounts reflected in the accompanying financial statements as in-kind support are offset by like amounts included in expenses.

Cash and Cash Equivalents - For financial statement purposes, the Society considers all highly liquid debt instruments purchased with a maturity of one year or less to be cash equivalents. Cash equivalents are carried at cost, which approximates fair market value.

Inventory - The Society operates a museum store with electric railway memorabilia held for sale. All inventory items at the

Statement of Functional Expenses

	December 31,1999				December 31,1998			
	Unrestricted	Tempor- arily Restricted	Perman- ently Restricted	Total	Unrestricted	Tempor- arily Restricted	Perman- ently Restricted	Total
Revenue:								
Earned revenue:								
Admissions	\$ 124,567	\$ -	\$ -	\$ 124,567	\$ 120,402	\$ -	\$ -	\$ 120,402
Annual membership dues	28,000	-	-	28,000	27,280	-	-	27,280
Life memberships	1,063	-	-	1,063	6,850	-	-	6,850
Revenue from auxiliary operation	123,751	98,769	-	222,520	133,031	-	-	133,031
Total earned revenue	277,381	98,769	-	376,150	287,563	-	-	287,563
Contributed support:								
Contributions & bequests	141,838	159,594	5,711	307,143	78,353	99,382	7,309	185,044
Contributed services	202,072	-	-	202,072	203,418	-	-	203,418
Total contributed support	343,910	159,594	5,711	509,215	281,771	99,382	7,309	388,462
Other revenue:								
Interest and dividend income	4,654	10,012	315	14,981	3,369	15,036	-	18,405
Realized and unrealized gains (losses) on investments	26,907	9,014	1,845	37,766	(31,302)	-	-	(31,302)
In-kind support	13,741	14,792	-	28,533	18,502	31,352	-	49,854
Miscellaneous	17,857	2,269	-	20,126	10,686	14,019	-	24,705
Total other revenue	\$ 63,159	\$ 36,087	\$ 2,160	\$ 101,406	\$ 1,255	\$ 60,407	\$ -	\$ 61,662
Net assets released from restrictions:								
Total earned revenue, contributed support, and other revenue	243,098	(243,098)	-	-	146,555	(146,555)	-	-
	927,548	51,352	7,871	986,771	717,144	13,234	7,309	737,687
Expenses:								
Program services:								
Curatorial and exhibits	383,153	-	-	383,153	372,665	-	-	372,665
Total program services	383,153	-	-	383,153	372,665	-	-	372,665
Support expenses:								
General & administrative	303,509	-	-	303,509	254,322	-	-	254,322
Membership	20,518	-	-	20,518	18,695	-	-	18,695
Fundraising	1,103	-	-	1,103	10,274	-	-	10,274
Auxiliary operation	110,519	-	-	110,519	104,318	-	-	104,318
Total support services	435,649	-	-	435,649	387,609	-	-	387,609
Total expenses	\$ 818,802	-	-	\$ 818,802	\$ 760,274	-	-	\$ 760,274
Increase (decrease) in net assets	108,746	51,352	7,871	167,969	(43,130)	13,234	7,309	(22,587)
Net assets, beginning of period	1,387,612	418,263	17,859	1,823,734	1,430,742	405,029	10,550	1,846,321
Net assets, end of period	\$ 1,496,358	\$ 469,615	\$ 25,730	\$ 1,991,703	\$ 1,387,612	\$ 418,263	\$ 17,859	\$ 1,823,734

See accountant's report and accompanying notes to financial statements.

Statement of Activities

1999

Year Ended December 31, 1999	Curatorial & Exhibits	Membership	General & Administrative	Fund Raising	Auxiliary Operation	Total Expenses
Salaries and related expenses	\$ 74,978	\$ 194	\$ 86,056	\$ 25	\$ 12,368	\$ 173,621
Contributed services	120,074	2,095	77,635	507	1,761	202,072
Professional fees	15,272	160	28,630	-	2,143	46,205
Utilities	9,884	2,530	20,878	-	658	33,950
Conservation and maintenance	101,754	-	12,478	-	-	114,232
Taxes and fees	-	-	3,524	-	-	3,524
Insurance	-	-	16,621	-	-	16,621
Equipment rental	5,486	-	2,759	-	491	8,736
Administration	23,775	13,244	36,454	480	3,761	77,714
Interest	3,100	-	4,455	-	-	7,555
Miscellaneous	10,490	2,065	2,595	91	830	16,071
Cost of goods sold	91	-	-	-	71,253	71,344
Total expenses before depreciation	364,904	20,288	292,085	1,103	93,265	771,645
Depreciation	18,249	230	11,424	-	17,254	47,157
Total expenses	\$ 383,153	\$ 20,518	\$ 303,509	\$ 1,103	\$ 110,519	\$ 818,802

1998

Year Ended December 31, 1998	Curatorial & Exhibits	Membership	General & Administrative	Fund Raising	Auxiliary Operation	Total Expenses
Salaries and related expenses	\$ 41,499	\$ -	\$ 89,305	\$ -	\$ 18,232	\$ 149,036
Contributed services	119,131	12,231	63,787	2,105	6,164	203,418
Professional fees	29,785	-	12,170	-	-	41,955
Utilities	21,669	-	10,834	-	-	32,503
Conservation and maintenance	89,223	-	14,962	-	-	104,185
Taxes and fees	4,741	-	2,334	-	-	7,075
Insurance	9,107	-	10,215	-	-	19,322
Equipment rental	605	-	1,416	-	-	2,021
Administration	19,493	6,184	26,010	8,169	2,138	61,994
Interest	3,842	-	6,258	-	-	10,100
Miscellaneous	6,003	-	4,983	-	606	11,592
Cost of goods sold	192	-	-	-	66,912	67,104
Total expenses before depreciation	345,290	18,415	242,274	10,274	94,052	710,305
Depreciation	27,375	280	12,048	-	10,266	49,969
Total expenses	\$ 372,665	\$ 18,695	\$ 254,322	\$ 10,274	\$ 104,318	\$ 760,274

See accountant's report and accompanying notes to financial statements.

store are carried at lower of cost or market with the cost determined on a first-in, first-out method.

Pledges Receivable - The Society has received certain non-binding 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.

Fixed Assets - Fixed assets, both purchased and donated, are recorded at cost and fair value at date of receipt, respectively, and are depreciated on the straight-line method over their estimated useful lives ranging from five to forty years. Donated and purchased collections or exhibits are not capitalized or depreciated. However, each significant collection item is catalogued, preserved and cared for, and activities verifying their existence

and assessing their condition are performed. The collections are subject to a policy that requires proceeds from their sales to be used to make betterments to other existing items or to acquire other items.

Use of Estimates - The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from these estimates.

Reclassifications - Certain reclassifications have been made to the 1998 financial statements to conform with the 1999 pre-

Statement of Cash Flows

For the years ending December 31	1999	1998
Cash flows from operating activities:		
Increase (decrease) in net assets	\$167,969	\$ (22,587)
Adjustments to reconcile increase (decrease) in net assets to net cash provided by operating activities:		
Depreciation	47,157	49,969
Unrealized (gain) loss on investments	(23,003)	31,302
Gain on disposal of Hamilton House	(14,763)	-
Loans forgiven by members	(943)	(13,629)
Contributions and earnings restricted for endowment	(7,871)	(7,309)
Contributions and earnings restricted for other purposes	(51,352)	(13,234)
Changes in operating assets and liabilities:		
Decrease in other receivables	2,269	8,660
(Increase) decrease in inventory	24,429	(12,755)
Increase in prepaid expenses	(6,280)	(181)
Increase (decrease) in accounts payable and accrued expenses	(1,951)	(14,763)
Increase (decrease) in deferred income	(4,605)	5,855
Net cash provided by operating activities	131,056	11,328
Cash flows from investing activities:		
Purchase of investments	(164,999)	(15,504)
Net proceeds from sale of Hamilton House	79,763	-
Property and equipment purchased	(6,445)	(24,465)
Net cash used by investing activities	(91,681)	(39,969)
Cash flows from financing activities:		
Contributions and earnings restricted for endowment	7,871	7,309
Contributions and earnings restricted for other purposes	51,352	13,234
Principal payments on long-term debt	(16,437)	(15,609)
Net cash provided by financing activities	42,786	4,934
Increase (decrease) in cash	82,161	(23,707)
Cash at beginning of year	146,875	170,582
Cash at end of year	\$229,036	\$146,875

Supplemental cash flow disclosures:

Interest paid	\$ 7,555	\$ 10,100
---------------	----------	-----------

See accountant's report and accompanying notes to financial statements.

sentation. Such reclassifications had no effect on the results of operations as previously reported.

Investments

Marketable investments at December 31, 1999 and 1998 are stated at fair value and are composed of the following:

Investments	1999	1998
Mutual Funds	\$ 405,656	\$ 215,615
Certificates of deposit	-	23,309
Common stock	22,332	293
Totals	\$ 427,988	\$ 239,217

For the years ended December 31, 1999 and 1998, realized and unrealized gains on investments totaled \$37,766 and (\$31,302), respectively, with interest and dividend income amounting to \$14,980 and \$18,406, respectively.

Other investments include a minority interest 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 was originally valued at an amount based on a valuation obtained by the donor, who was also a trustee of the Society at the time of the donation. For each of the years ended December 31, 1999 and 1998, the value of this minority interest totaled \$143,463.

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. This property was valued at \$65,000 and is included as a temporarily restricted net asset at December 31, 1998. In fiscal 1999, the life tenancy was terminated and the property was sold. This resulted in net proceeds of \$79,763.

Fixed Assets

The following summarizes land, buildings, and equipment at December 31, 1999 and 1998:

Fixed Assets	1999	1998
Land improvements	\$ 384,343	383,080
Buildings and improvements	1,063,578	1,063,578
Track and wire	289,299	289,299
Machinery and equipment	220,884	215,701
	\$ 1,958,103	\$ 1,951,658
Accumulated depreciation	(710,603)	(662,677)
Net fixed assets	\$ 1,247,500	\$ 1,288,981

Long-Term Debt

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

Long-term Debt	1999	1998
Notes payable to various members, with interest at 7%, payable in quarterly installments of \$2,070 through March 2004	\$ 31,049	\$ 40,363
Note payable to bank, interest adjusted every five years (8.25% at 12/31/99), payable in monthly installments through May 2006.	17,643	21,287
Note payable to bank, interest adjusted every three years (8.50% at 12/31/99), payable in monthly installments through August, 2007.	34,773	37,902
Installment note payable for office copier, interest at 19% payable in monthly installments of \$135 through September 2000.	1,003	2,296
Total long-term debt	\$ 84,468	\$101,848

The above notes payable to bank are payable on demand; however the bank has agreed to accept monthly payments as described above. Assuming such scheduled payments, aggregate maturities of notes payable are as follows:

	Total
2000	\$ 14,139
2001	14,817
2002	16,001
2003	17,387
2004	6,773
Thereafter	15,351
	\$ 84,468

Concentrations of Credit Risk Arising from Cash Deposits in Excess of Insured Limits

The Society maintains its cash balances in two financial institutions located in Kennebunk, Maine. The balances are insured by the Federal Deposit Insurance Corporation up to \$100,000. At December 31, 1999 and 1998, the Society's uninsured cash balances totaled \$97,085 and \$41,193, respectively.

Restrictions and Limitations of Net Asset Balances

Permanently restricted net asset balances represent funds that must be maintained in perpetuity. The income earned on these funds, though, may be used for the general operations of the Society. During 1999 and 1998, the Society received \$7,871 and \$7,309, respectively, of permanently restricted funds.

Temporarily restricted net assets consisted of the following at December 31:

Temporarily Restricted Net Assets	1999	1998
Program activities:		
Restoration of vehicle collection	\$292,589	\$256,850
Museum development	177,025	96,413
Real estate	-	65,000
Total temporarily restricted net assets	\$469,614	\$418,263

Board Designated Net Assets

At December 31, 1999 and 1998, certain unrestricted net assets had been designated by the Board of Trustees for the following purposes:

Board Designated Net Assets	1999	1998
Endowment	\$ 196,126	\$ 67,887
Restoration of vehicle collection	-	1,382
Miscellaneous	-	5,748
Total board designated net assets	\$ 196,126	\$ 75,017

Inter-Fund Borrowing

During 1998 and in prior years, the Society borrowed temporarily restricted funds in the amount of \$33,173 and \$26,831, respectively, to meet current operating expenditures. The Society will repay these funds, with interest, at an undetermined future date. The interest rate paid on these borrowings shall be the same rate as that earned by the Society's other temporarily restricted investments.

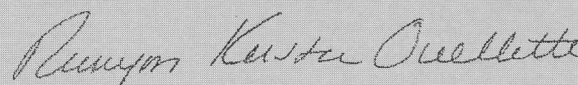
Independent Auditor's Report

The Officers and Trustees New England Electric Railway Historical Society

We have reviewed the accompanying statement of financial position of New England Electric Railway Historical Society (non-profit organization) as of December 31, 1999 and the related statements of activities, functional expenses, and cash flows for the year then ended, in accordance with Statements on Standards for Accounting and Review Services issued by the American Institute of Certified Public Accountants. All information included in these financial statements is the representation of the management of New England Electric Railway Historical Society. The financial statements of New England Electric Railway Historical Society for the year ended December 31, 1998, were audited by other auditors whose report dated October 15, 1999, expressed an unqualified opinion on those statements.

A review consists principally of inquiries of organization personnel and analytical procedures applied to financial data. It is substantially less in scope than an audit in accordance with auditing standards generally accepted in the United States of America, the objective of which is the expression of an opinion regarding the financial statements taken as a whole. Accordingly, we do not express such an opinion.

Based on our review, we are not aware of any material modifications that should be made to the accompanying financial statements in order for them to be in conformity with accounting principles generally accepted in the United States of America.



January 11, 2005

Runyon Kersteen Ouellette
20 Long Creek Drive
South Portland, Maine 04108
(207) 773 2986 Fax (207) 772 3361

Trustee Recognition Awards

Each Spring—at one of its monthly meetings—the NEERHS Board of Trustees quietly reviews a very short list of noteworthy candidates. Those coming under such close scrutiny at the time are not a slate of nominees for annual election, nor are they appointees to Museum posts. Rather, they are those being considered as recipients of the Society's highest and most-coveted honor: the Trustee Recognition Award. This award is conferred annually upon an individual, group, or entity that has markedly impacted the Society—and its Seashore Trolley Museum—in an extraordinarily beneficial manner.

Trustee Recognition Award recipients are not made known until Annual Meeting (held yearly in May), at which time the framed Award is presented to the recipients and the individualized text of each Award is read aloud to all those assembled.

At this year's Annual Meeting, held on 29 May 1999 at Christ Church in downtown Kennebunk, the Trustee Recognition Awards were presented by Chairman James D. Schantz and Dr. Charles F. Warren to the following uncommon individuals:



Above: Ed and Karen Dooks at the Museum. FM

Edward E. Dooks

For so long you diligently have given of your time and craft in order to undertake transit-related video projects and to promote visitation to your beloved Seashore Trolley Museum. Not content merely with the ordinary, your annually-televised Public Service Announcements reflect your impeccable production standards. The professional energy yearly exerted by you rightfully proclaims you as an unsung champion of the New England Electric Railway Historical Society. As persistence, aptitude, and dedication are attributes consistently evident in you, excellence also can be expected in all that you under-

take on behalf of our extraordinary Museum. As such, the Society, transit historians everywhere, and so many of the annual visitors to Seashore Trolley Museum benefit from your uncommon efforts and professional skills. For all your known and unseen labors on behalf of the New England Electric Railway Historical Society, we recognize and salute both your devotion and creative spirit.

Paul R. Knight

Throughout these recent years you distinguished yourself both as a faithful member and as a front-line contributor to the administrative activities of the New England Electric Railway Historical Society. If hard work and professional talent truly are their own rewards, your example demonstrates that generosity can be measured in more consequential ways. Your considerable talents and indefatigable spirit lent themselves fittingly to your positions within the Society as Interim Management Team member, as Trustee, and as Safety Director. In more ways than most ever could know, you have given profusely of your time, expertise, and soul to this organization. As such, your fellow members, the staff of Seashore Trolley Museum, the public and your many Seashore friends all greatly have benefited from your measureless deeds and uncommon wisdom. For all your seen and unseen efforts on behalf of the New England Electric Railway Historical Society and its Museum, we acknowledge and honor your devotion, leadership, and service.

Adele and Wendell Hawe

During these past years you two have been active and vital contributors to the many unsung activities involving Seashore Trolley Museum's incomparable library holdings. Your constancy and willingness to lend a hand—however needed—have made a difference and have contributed markedly to the tireless efforts of our Library's dedicated unpaid staff. In your volunteer capacities you have given generously and freely of your time, serving humbly behind the scenes. Always you do so with grace, determination, and a positive perspective on the task at hand. As such, all benefit from encountering such worthy examples of the essence of the cooperative spirit. For your ongoing efforts on behalf of the New England Electric Railway Historical Society, we acknowledge and salute both your devotion and your many helpful deeds.

More Seashore Volunteers



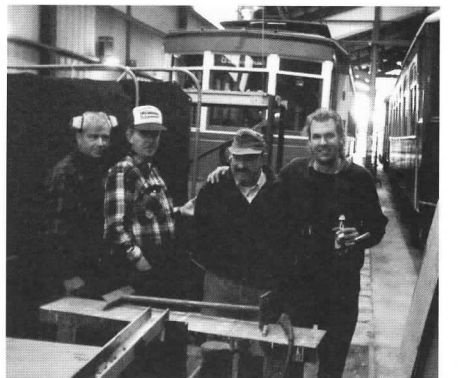
Above: Dick and Elenore Howe contribute untold hours to keep Seashore's gardens green. FM



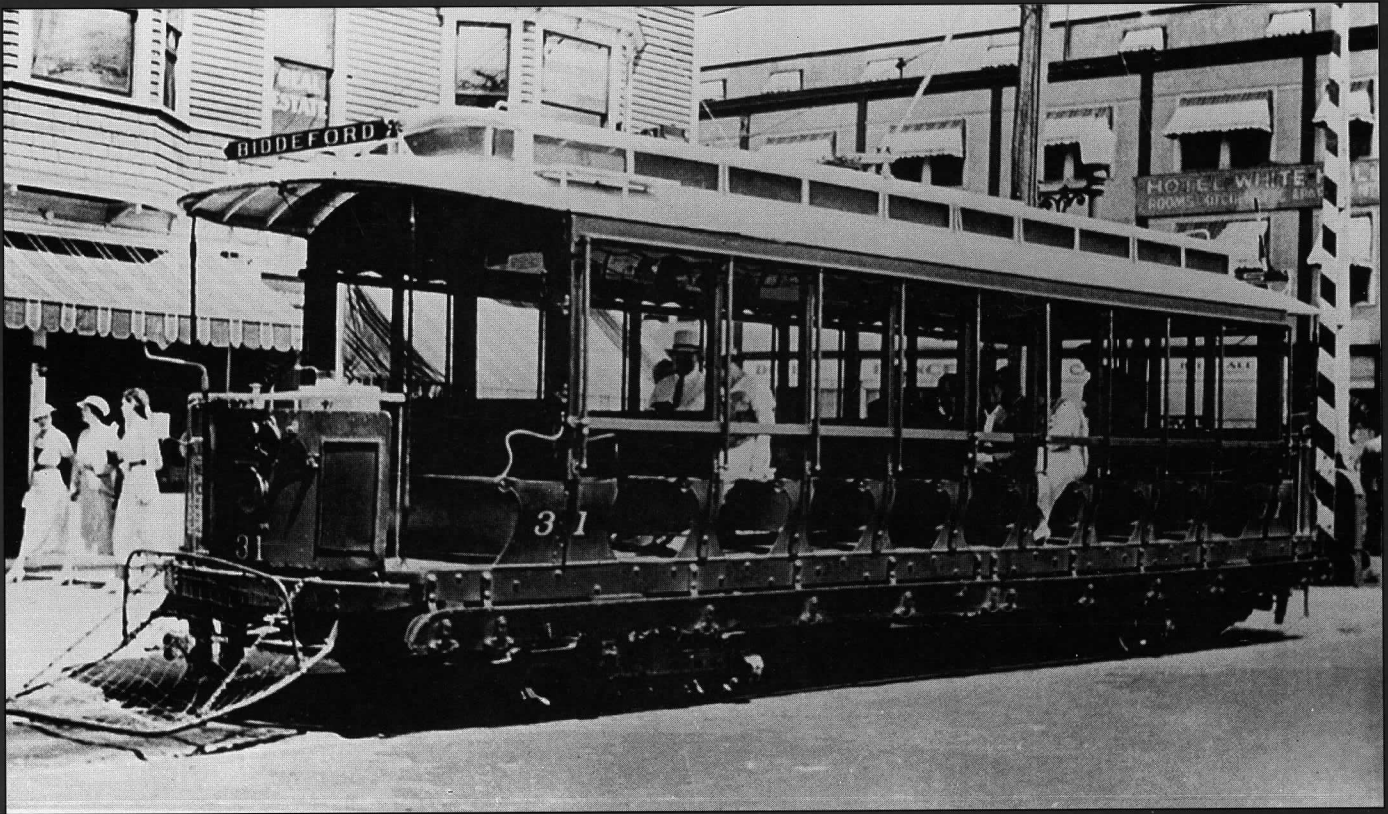
Above: Long-time active members Louise and Ed Fenton from Long Island, NY enjoying the sun on the Visitors Center passenger platform. FM



Above: Seashore volunteers at the June WGBH Channel 2 auction in Boston were Danny Titus-tikul, Todd Glickman, Eliot Kaplan, Charles Warren, Lisa Levine, and Linda Kaplan. TG



Above: Veteran members Fred Perry, Paul Castiglione, Jeffrey Sisson, and Bill Pollman in the shop with Rochester 1213's new frame in the foreground and Chicago 225 behind them. JS



Above: A lazy summer day at Old Orchard Beach, as the Biddeford & Saco No. 31 waits to depart for Biddeford. Fond memories of scenes such as this led Seashore's founders to buy this car and begin the trolley preservation movement. SL

Below: Six decades later No. 31 returned to Old Orchard and poses in front of the same two buildings, though their exteriors had changed somewhat. Now, as then, Old Orchard Beach remains a popular summer destination. At the time of the upper photo, the streetcar regularly met trains from Boston and Portland. The trolley stopped running in 1939 and the passenger trains in the mid 1960s. Passenger trains are scheduled to stop at Old Orchard again in 2001 or 2002, but trolley visits will likely remain rare. PM

