



**New England Electric  
Railway Historical Society**

**Seashore Trolley Museum**

**2007 Annual Report**



**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 and the National Streetcar Museum at Lowell. The Seashore Trolley 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

**Upper:** The Society's presence in Lowell, Mass., continues with both our National Streetcar Museum at Lowell exhibit but also with regular operation by New Orleans 966. Here this classic car, carefully restored in the Museum's shop, is shown with the three Gomaco replica cars owned by the Lowell National Historic Park. JS

**Lower:** A milestone reached in 2007 was the first operation of Cleveland Center Entrance car 1227. This car, like New Orleans 966, was rescued by the Society some years ago from a failed preservation effort elsewhere and was fully rebuilt in the Museum's shop, sponsored by members' contributions. JS

## Contents

Letter to Members	1
Library Report	5
ASL 100 — The Second Hundred Years	6
Conservation Report	8
Signal Department Report	12
Lowell Operations Report	13
Bus Department Report	14
Marketing Report	16
Parts Department Report	17
Corporate Information	18
Administrative Management	19
Museum Contributors	20
Museum Volunteers	22
Financial Report	23
Trustee Recognition Awards	Inside Rear Cover

## 2007 Annual Report

### EDITOR

James D. Schantz

### ASSOCIATE EDITOR

Frederick J. Maloney

### CONTRIBUTORS

Chester A. Bishop

Daniel R. Cohen

Donald G. Curry

Judith A. Kline

John L. Middleton, Jr.

Philip W. Morse

Edward Ramsdell

Thomas O. Santarelli de Brasch

Roger E. Somers

### COPY EDITOR

John W. Coyle III

### PHOTOGRAPHS

Donald G. Curry (DC)

Herbert J. Fremin (HF)

Edward Fisher (EF)

Philip W. Morse (PM)

Edward L. Ramsdell (ER)

Railroad Avenue Enterprises (RA)

Thomas O. Santarelli de Brasch (TS)

James D. Schantz (JS)

Roger E. Somers (RS)

Seashore Library collection (SL)

## Letter to Members

The year 2007 was one of progress in a number of areas highlighted by two noteworthy developments in the areas of fundraising—one internal and one external. The first was a very generous commitment from an active museum member. Long time volunteer and project sponsor Roger Somers launched the Society's first-ever challenge grant for the endowment. He offered to contribute \$25,000 if other donors matched that total. The reaction from the membership was very enthusiastic and exceeded Roger's challenge. In the end, over \$70,000 was added to the endowment. The Society extends its sincere thanks to Roger for this generous move and to all who contributed to the match.

The second funding development tapped was a completely new source for the Museum. The State of Maine committed \$132,400 of Federal transportation enhancement funds toward a \$165,000 program for the restoration and interpretation of Atlantic Shore Line locomotive 100 (see story on page 6). The State awarded the funding in 2006 but this year the project began in earnest, and restoration progress is also covered in the Conservation Report on page 8. This rugged, early wooden workhorse was once a familiar sight in our area as it regularly hauled coal trains from the coast to Sanford among other duties. Its restoration will be chronicled in an educational program that will help modern day students in our community to understand what life was like before motor vehicles became ubiquitous in York County.



**Above:** An annual event that is both educational and enjoyable is the *Pumpkin Patch Trolley* held in October. Young visitors pick pumpkins in a field along the main line then check them onto car 108 for transport back to the Visitors Center. Returning separately on a passenger car they then retrieve their pumpkins, learning the concept of transportation of both goods and people. DC

### Library

This year marked the development of one of the most enthusiastically supported volunteer efforts within the Society, and that is the newly reconstituted Library Committee. The group came together in recognition of Seashore's unique and comprehensive library holdings which need both better protection than afforded in the current library structure but also need to be fully catalogued so they may be accessed by researchers—both internal and external.

Also announced this year was the planned donation of the extensive collection of transit bus related information

developed by noted bus industry executive Bill Luke of Washington state. Not only will his collection come to Seashore, but he has pledged \$50,000 toward a new library facility. Planning for such a facility is advancing thanks to the contributed design service of Boston architect Herb Fremin who has been working with the Library Committee to design our future library facility.

Library Committee progress is chronicled in more detail in the Library Report on page 5.

### Developments Around the Campus

A variety of improvements to the Seashore site were completed during the year. Of special note, the South Boston Car House near the center of the Museum property was renamed in honor of our late member and generous donor as the Burton B. Shaw South Boston Car House. Burt, a lifelong resident of Worcester, MA, and former Seashore Trustee and Operating Department Superintendent, had given generously to enclose this building some years ago so had well earned the honor.

Another development resulted in smoother access to the site for the visiting public. The Museum entered into an agreement with the Town of Kennebunkport to provide parking for tour buses in exchange for pavement of our entrance road and parking lot. A continuing problem for the town is finding space for tour buses that bring groups of visitors



**Above:** A typical view at the center of the museum sees Philadelphia PCC 2709 turning into the Visitors Center loop while New York 631 waits its next run next to Tower C from Boston. JS



**Above:** A visitor amenity completed during 2007 was paving the main entrance road. JS

to the compact Dock Square area to wait while passengers shop and dine in the town. By allowing the buses to use Seashore's parking facilities during their layover, we both help our neighbors in the town solve their space problem but also increase the tour companies' exposure to the Museum, thus encouraging them to add a stop at Seashore to their itinerary. The three year agreement signed with the town called for them to cover \$10,600 worth of paving that brought asphalt as far as Tower C and throughout the parking area beyond the Visitors Center. Attempts will be made to raise another \$12,000 or so to pave the area next to the Visitors Center to connect these two areas in a future year.

At the end of Seashore's main line, the Talbott Park site, where our heritage ride ends, received considerable volunteer attention. Landscaping was greatly improved with new plantings and the passenger platforms were extended.

Finally, the Howe house, adjacent to the Museum entrance and owned by the Society, received some painting and general maintenance from our volunteers between tenants and then was rented for \$1,000 per month, providing needed help to the general fund.

### Conservation Progress

The Town House Restoration Shop was, as always, very active even in the harshest periods of the Maine winter. A variety of projects moved forward as covered in the Conservation Report on page 8. Espe-

cially noteworthy was the first operation of Cleveland center entrance car 1227 which has undergone one of the most extensive rebuildings undertaken in our nearly 70-year history. Thanks to continued generous member sponsorship this car is nearing completion after needed motor repairs and various finishing details are undertaken.

### Special Events

The Summer Reading Celebration event, held again in August this year in cooperation with area libraries, was a great success. Students who devote part of their summer to reading are rewarded with the special day at the trolley museum. This year, Maine's First Lady, Karen Baldacci, was the honored guest and enjoyed meeting students and parents as well. More than 900 visitors attended and the event was made possible by donations of more than \$3,600 in cash and contributions-in-kind from a dozen area businesses. In excess of 30 Seashore volunteers staffed the event, including the operation of 44 trips over the main line.

In October a new event, Bus, Trackless Trolley, and Rapid Transit day, generated considerable interest and attendance. Our friends at the Boston Street Railway Association aided the event by mailing the promotional brochure for the event to their membership as a complement to the mailing sent to Seashore members. The

day featured operation of buses and trackless trolleys along the Museum's roads while a selection of rapid transit and other cars operated on the rails. Enthusiasts of all these modes attended and their positive reaction helped ensure this will become an annual event.

Later in the month many families from neighboring towns were in attendance for the annual Pumpkin Patch celebration. The younger visitors are transported by streetcar to the field adjacent to Meserve's Crossing where they have the opportunity to select a pumpkin from the patch which is then checked for shipment back to the Visitors Center on Portsmouth, Dover & York mail car 108. Once they ride a passenger streetcar back to the Visitors Center, they can reclaim their pumpkin and participate in various youth-oriented activities.

### Lowell Developments

This year was the fifth year of our branch operation in Lowell, MA, in cooperation with the Lowell National Historic Park and the City of Lowell. As detailed in the Lowell Operations Report on page 13, our exhibit in the Mack Building in downtown Lowell was open year round, generally from Thursday through Sunday each week. The exhibit tells the history and evolution of transit operation around the country and in Lowell in particular. During the May to October period the



**Above:** A workhorse since its arrival in the mid-1950s is Dallas Railway Stone and Webster standard 434. The car received a partial repaint during the year, capping a number of interior and exterior improvements completed in recent years. Dallas has rediscovered rail building an extensive and growing light rail system enhanced by a heritage trolley line connecting downtown neighborhoods. DC



**Above:** Bottom-dump car 3617, a special work car designed to spread stone ballast, returned to Maine after a number of years on loan to its home system in Boston. Making the car available to the MBTA is a symbol of the close working relationship the Society maintains with the transit authority. JS

exhibit is supplemented by weekend operation of Seashore's New Orleans 966 which always attracts attention as it operates through the city.

Seashore representatives continue to participate in planning for an expanded streetcar system in the city, which would serve as a downtown circulator, initially taking passengers from University of Massachusetts residence halls and the baseball and hockey stadiums through downtown and to the Gallagher Transportation Center (commuter rail terminal). Interest in this expansion is growing as Trinity Financial, the Boston-based developer of the planned Hamilton Canal District mixed-use development, is pushing strongly for the expanded streetcar system to operate through their planned site. A permanent museum would be planned to be incorporated in the operations and maintenance facility for the expanded line.

The Museum also continued its active involvement in the national resurgence of streetcar systems by its participation in the American Public Transportation Association's Streetcar and Heritage Trolley committee, including hosting the group's website at [www.heritagetrolley.com](http://www.heritagetrolley.com). Interest in streetcars as an engine of downtown development continues to grow nationwide based on a number of notable successes in several cities large and small. Of particular note this year was the publishing by the California-based Reconnecting America organization of a book titled

*Street Smart: Streetcars and Cities in the Twenty-First Century*. Seashore members played a role in both authoring and editing the text of this book which documents in concrete terms the economic benefits of introducing streetcars.

We view our continued participation in this field as benefiting our Society in a number of ways: It helps fulfill our educational mission by educating new audiences about our field; It helps introduce the field to new generations who can help carry our mission forward in the future; And it provides opportunities to raise funds by continuing to supply parts and material to streetcar operators.



**Above:** The Museum's fleet of trackless trolleys and their operation has seen increased interest recently. Two Flyer trackless trolleys arrived from Boston this year and a number of older coaches were made operable again. Plans are forming for extension of the line and regular public operation. JS

## Parts Department

As has been the case for many years, the Museum's Parts Department was very active in 2007. Efforts continued to acquire redundant or obsolete parts from transit operators to provide an inventory to keep our restored cars operating and to provide needed components for restorations.

Also, surplus parts continue to be offered for sale to sister museums and transit properties operating heritage equipment.

## Exhibit Acquisitions

Arrivals in 2007 included one car coming home plus a number of new vehicles added to the collection. Returning was Boston bottom-dump car 3617, which has been on lease to the MBTA in Boston for a number of years. The car is essentially a motorized hopper car designed to spread rock ballast between the rails. It can now resume its service as ballast will be spread on newly constructed yard track or as maintenance is performed on existing track.

Also from Boston came line car 3283, a car the Metropolitan Transit Authority in Boston had constructed in the early 1950s based on an earlier design. Until recently it was used for overhead line maintenance on the city's Green Line and now will provide Seashore's line crew a larger and more flexible supplement to Claremont (NH) line car 4.

The rubber-tired fleet grew with several notable acquisitions. A rare find was a 1932 Renault open-rear-platform bus



**Above:** An honored guest at our branch operation in Lowell this year was Elmer von Dullen (left) the retired superintendent of streetcar maintenance in New Orleans who also designed and oversaw construction of the city's new replica streetcars. With him in front of New Orleans 966 in Lowell is Jim Schantz. The car crew on the platform are members Jack Naugler and Charlie Rapport. JS

from Paris. Buses such as this were long the symbol of the city which abandoned its first generation streetcars relatively early in 1937. Finding such a significant example of a bus of this age from a key world capital already in this country is most unusual.

As the MBTA in Boston has renewed its trackless trolley fleet, the 1970s era Flyer coaches are being retired. In August numbers 4028 and 4013 arrived at Sea-

shore and later were brought in to operation. This Canadian-made model was ordered by almost every surviving operator of trackless trolleys in North America in the 1970s so is a historically important type.

### Conclusion

The success at raising funds for the endowment in 2007 and the launch of the Atlantic Shore Line 100 project supported by Federal transportation funds

both have long-term import to the Society. Seashore's future security will depend on a growing and healthy endowment earnings on which will provide a stable source of operating revenue. Keeping the endowment visible, as Roger Somers did with his matching gift, will keep it in the mind of Seashore supporters helping to encourage them to give currently and on a planned basis.

Similarly, successfully executing the restoration and education programs of the ASL 100 project may pave the way for future programs to restore other significant Maine cars such as Portland-Lewiston interurban car the *Narcissus*.

These programs plus the other successes chronicled in this report show how the Museum continues to move forward. As always, the Society is especially grateful to the hundreds of members who gave so generously in 2007. This year the total of cash and services donated to the Society exceeded \$313,000, a remarkable total as the vast majority of it came from members, with 590 different donors contributing. All donors are listed starting on page 20 in this report. Our thanks to all who have so generously contributed and continue to show a faith in the future of the organization.

James D. Schantz  
Chairman,  
Board of Trustees



**Above:** The State of Maine annually honors volunteers who volunteer for 500 or more hours in their communities at the Governor's Service Awards ceremony in Augusta. Many Seashore volunteers routinely exceed 500 hours, but this year 17 members documented their hours on volunteer time reports. Shown with Governor John Baldacci on April 23 are (left to right) Don Landry, Roger Tobin, Gary Jenness, Dick Avy, Dann Chamberlin, the Governor, Eliot Kaplan, Judy Kline, and John Middleton. EK

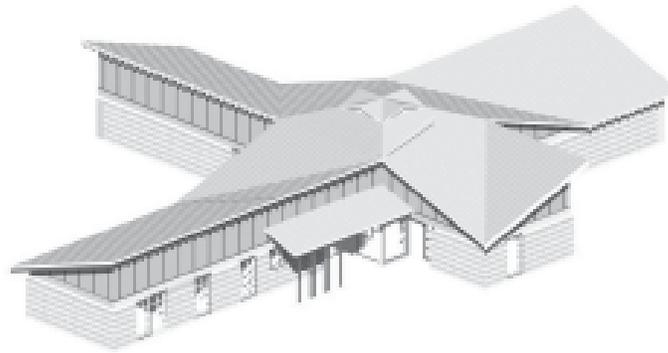
## Library Report

Edward L. Ramsdell, Librarian

The year 2007 was an exciting year in that visible activities began in the aggressive effort to protect the library's collection and to move forward with plans for a new library facility. The year was a combination of formation, organization, and growth for the New England Electric Railway Historical Society Library Committee. The year saw parallel efforts to save the collection from the cumulative effects of benign neglect that had resulted from the huge demands faced by the Museum in all aspects of its operation while also moving forward with the development of the collection and planning for a new facility.

In 2007 the efforts of a number of individuals who had been working in recent years to protect and preserve the library holdings of the NEERHS started to coalesce through the formation of an organized group dedicated to the preservation and renewal of the library. These various individuals who had been working somewhat independently were building on the efforts in years past of earlier librarians, library committees, and individuals. Random *ad hoc* meetings of individuals interested in the Library had begun in 2006 and moved towards more coordinated actions in the subsequent year. In 2007, with the encouragement of the Museum's leadership, these meetings began to be held on a regular basis and the individuals started to see themselves as a library committee.

By mid-2007 efforts were proceeding to formalize the committee through seeking formal recognition as the NEERHS Library Committee. In August the Committee elected a Chair and recommended



**Above:** An early conceptual drawing of the new Seashore Library featuring expandable wings. HF

the appointment of a Librarian and the Trustees at their September meeting approved this. From August through October a document was developed, passing through several iterations, for presentation to the Trustees seeking formal recognition of the Committee and granting certain necessary authority for its operation. The request was presented to the Trustees at the October meeting and approval was voted to formally establish the Library Committee. With the Committee established, regular meetings were scheduled and the group actively began to recruit additional members and to organize further their efforts.

While these organizational efforts were under way, an equally important struggle was ongoing to stabilize temporarily the current library building with its many age-related problems as well as to protect its contents. The library storage container was outfitted with initial shelving so at-risk materials could be moved from the existing building. Discussions were also held that would lead to electrical service being provided to the container and planning for limited climate control in the container and box car was also underway.

Towards the end of the year several important and encouraging events took place. Among these were:

- The announcement that Seashore would be recipient of the vast William Luke collection. Mr. Luke has spent his entire working life in the bus industry as an employee, as the editor of *Bus Ride* magazine, and as an enthusiast. He is a member of the American Public Transportation's Hall of Fame. He lives in Spokane, Washington, with his wife Adelene. When not there, although retired, Mr. Luke continues to travel the world in search of transit rubber tires on asphalt. Mr. Luke's worldwide collection is comprehensive, including: magazines, company and public documents, models, photos and promotional material. Mr. Luke is a giant among the bus industry leadership with national and worldwide recognition. In order to make his collection available to transit industry researchers, Mr. Luke has also pledged money for the new Seashore Library.
- Initial discussions that sought guidance from professional librarians led to a relationship with York County Community College that would blossom into a full-fledged partnership in an effort to preserve the Seashore Library's extensive collection.
- Draft architectural plans and conceptual drawings prepared on a *pro bono* basis by Boston architect Herb Fremin became available and provided a focus for expanded discussions of the Library's future home.

In summary, at the end of 2007 there was an active and organized library committee; multi-pronged activities were underway to protect the library collection; and planning was in progress for the realization of its new home.



**Left:** The NEERHS Library at the start of 2007 was crowded, mostly not inventoried and at risk from both leaks and structural failure. ER



**Above:** The goal of the restoration of Atlantic Shore Line locomotive 100 is to return it to its appearance in 1940 as shown in this photo taken in Sanford, Maine in 1940 when it was 34 years old. SL

### ***ASL 100 – The Beginning of the Second Hundred Years***

*Philip W. Morse, Project Manager*

ASL 100 is the 1906 wooden electric locomotive from Maine’s Atlantic Shore Line Railway (ASL) now being restored in Seashore’s Town House Shop under a first-of-its-kind (for Seashore) collaborative project involving federal funding, state oversight, and active participation of other area museums and educational

institutions. The project is especially significant as Seashore owns and operates its cars on a segment of the old ASL right-of-way where 100 once pulled freight trains.

The program is funded in large part with \$132,400 made available through the Maine Department of Transportation via the Federal Transportation Enhancement Act of the 21st Century (TEA-21). Match funds were raised from a variety of

sources, including a large number of generous museum members. Significant donations came from Kennebunk Savings Bank, Amherst Railway Society, Kennebunkport Business Association, and Ocean National Bank. The major local sponsor for the project is the H. Albert Webb Memorial Railroad Preservation Award granted by the Massachusetts Bay Railroad Enthusiasts, Inc.

Looking back a century, 1907 was an important year for the ASL Railway. In June that year, a sixteen mile stretch of track between Kennebunk and York was first opened for interurban operation. That year, nearly 5 million passengers rode ASL cars in southern Maine! Freight services, like those provided by locomotive 100, were also an important revenue producer for the railway. At one point, nearly 50,000 tons of coal were hauled annually on the ASL by 100 and sister locomotives. ASL 100’s days of public freight service continued until 1949 when it was acquired by the Seashore Trolley Museum in June of that year.

Today, a century after ASL 100 first traveled the rails and hauled freight around the southern Maine area, many museum volunteers and staff are devoting their efforts to restore the icon to operating status. Led by Restoration Shop Manager, Donald Curry, much was accomplished in 2007 as highlighted in the Conservation Report beginning on page 8. On



**Above:** Locomotive ASL 100’s trucks shown in the process of disassembly to allow corrosion mitigation, rebuilding, and refinishing. DC



**Above:** Dating from the era before widespread use of structural steel, the locomotive derived its strength from massive longitudinal wooden frame members, which have been replaced with salvaged lumber. Here Donald Curry, aided by Brandon Barlow, bores bolt holes with an extra long drill. DC

Seashore's Web Site at the ASL 100 Project News Page <http://www.neerhs.org/ASL100/main.php?page=news> you may read detailed curatorial reports (with pictures) from day-one of the restoration up to the current activities. On that same page you can select any of the nearly one hundred restoration video clips of ASL 100 and see how the work is done. Our goal is to have ASL 100 restored and operating in the fall of 2009.

However, the restoration of the locomotive is but one portion of the \$165,000 TEA-21 project budget. In 1999, when we first started brainstorming ideas for a TEA-21 restoration application, we felt that by including exhibit and education components in the application we could achieve more for the Museum than just a successful restoration of an historic wooden electric locomotive. The education component includes creating a curriculum for elementary students and teachers. The exhibit component includes collaborative exhibits at other area historical societies and museums. These two components combined with the locomotive restoration and a short three-year time frame for completion, make for a dynamic and ambitious project for Seashore. To ensure adequate resources to meet the project's demands we budgeted for professional assistance in researching, preparing, creating, and implementing the exhibit and education portions of the project.

The exhibit component of the project was conceived to include a major exhibit in Seashore's Visitors Center main exhibit room and satellite exhibits at Kennebunkport Historical Society and at Brick Store Museum in Kennebunk.



**Above:** ASL 100 benefitted from the efforts of three generations of a family with strong ties to the Atlantic Shore. Tom Dow (right), a professional woodworker by trade, is grandson of Atlantic Shore General Manager Sterling T. Dow. Tom's daughter Susan and her son Christopher round out the crew. PM

Seashore's exhibit would tell the bigger story of the impact electric railways had on everyday people living in the area during the early twentieth century and the other two organizations would focus on the social and economic impact of the ASL in the area. Both the Brick Store Museum and Kennebunkport Historical Society kindly agreed to partner with us in the exhibit portion of the project and were on board as we submitted our first TEA-21 application in 2000.

We felt that the extent and depth of the education component would become clearer as we engaged a museum/education professional to research materials for the exhibit and education components. In the fall of 2007, we met with Brick Store Museum Director, Tracy Baetz, to discuss

plans for our collaboration. One suggestion was to hire an intern to conduct research. To that end, in the early spring of 2008, we will be soliciting resumes from colleges, students, and museum professionals who have an interest in conducting research and in creating an inventory of electric railway related ephemera, photos, and artifacts held by Maine organizations. That inventory will be an important resource as plans for exhibits and education programs are discussed.

We look forward to 2008 with great expectations of major advances in the continuing restoration of ASL 100 and with equal excitement towards the launch of the exhibit and education components of the project.



**Above:** The locomotive's wooden frame was held together with a very large number of sizable bolts, all of which had corroded to the point of needing replacement. This photo shows all of the replacement bolts, many of which were fabricated at Seashore, being painted before installation in the car. DC



**Above:** An armature from one of the locomotive's four motors having its commutator smoothed on a large lathe at A.C. Electric in Auburn, ME. DC

## Conservation Report

Donald Curry, Manager of Restoration Shop

As usual Town House Shop in 2007 has been the focal point of the Museum's restoration, preservation, and traction operation maintenance activities.

Highlights and issues for the year:

- Restoration of Atlantic Shore Line steeple-cab locomotive 100 (in progress)
- Assembly of first truck of Connecticut Company 1160
- Wheel problem for Montreal Observation car 2 diagnosed
- Motor failure in Cleveland Railway 1227
- Aggressive program of traction motor preventative maintenance developing
- Insulation and weatherization of Town House Shop
- Restoration/major maintenance work on 15 streetcars
- Minor work and fleet maintenance on six others
- Full-time staff of two, plus summer employee
- Major revamping of employee compensation

**Atlantic Shore Line Steeple-cab Locomotive 100** entered Town House Shop under its own power in October 2006 work on this TEA-21-sponsored



**Above:** Volunteer Dean Look, an accomplished machinist, shapes an equalizer cup from ASL 100's truck, after making welding repairs. DC

project commenced immediately. It took the place of Cleveland Railway 1227 in the heated "box" adjacent to the wood shop section of the shop. Its trucks were taken out, the cab removed and the body (deck) set solidly on horses at a convenient working height. The motors were removed and sent to A. C. Electric in Auburn, Maine, for a complete overhaul. The trucks were put in the adjacent "box" for disassembly and rebuilding.

Every step of the work done on this project has been recorded in digital photographs and videos. Additionally, exhaustive reports have been compiled documenting the discoveries made in disassembling each component, historical information discovered, techniques used, and items of significance for the project. These are sent to an extensive list of interested individuals and posted on the Museum website. As well, each report is published in the internationally circulated *Railway Museum Quarterly* (the Association of Railway Museums bulletin) as an example of how restoration projects should be documented. An extensive collection of historical photographs related to 100 and its two other siblings, 101 and 102, has accumulated and been displayed.

The goal of the project is to return the car to its mid-1930s–1940 appearance as it represents the last of the small trolley freight operations with wooden equip-



**Above:** Connecticut 1160's interior is largely varnished work and has been completely refinished as this view of a vestibule shows. RS

ment in the U. S. Because 100 spent the majority of its lifetime outdoors, and apparently with a just-enough-to-get-by electrical and mechanical maintenance, it became more and more obvious that it was in serious condition beyond that which was obvious on first sight.

Following are highlights of this first year of work:

- Body disassembled
- Motors disassembled and sent to A. C. Electric



**Above:** Connecticut Company 1160 glistens in its distinctive colors of bright yellow with white trim and maroon doors and sash, complemented by brightly polished brass hinges and other fittings. These colors were a trademark of the statewide system and once could be seen all over the Nutmeg State. RS

- First truck disassembled
- All new bolts purchased or made on site
- Delivery of authentic vintage recycled timbers
- Wood sills replaced or reconstructed
- Matrix of changes and features compiled to determine best period of restoration
- Connection with Dow family developed
- First steel body bolster constructed
- Truck parts rebuilt or replaced

The deadline for the completion of this project has been set at mid-summer 2009

### Traction motor operation: Facing the true costs

Impelled by the failure of a motor in Cleveland car 1227, poor insulation resistance in Chicago 225 supposedly overhauled traction motors, a recent motor failure in Boston 5821 and inspired by the successful preventive maintenance program at the National Tramway Museum in England (Crich), Seashore is in the process of developing a similar program. Other factors are:

- We have a problem that is not self-healing and will continue to get worse, *i.e.* as long as motors have not been properly cleaned and sealed, we will continue to have an increasing number of failures.
- Part of such a program is risk assessment, *i.e.* weighing the short-term savings of not doing anything *vs.* treating every operating motor.
- When will the next failure take place?
- What sort of equipment and treatment will we need in order to prevent failures?
- What sort of preventative maintenance schedule should we set up?
- How can we afford to do this?
- Can we afford not to do it?

Starting with the complete overhauling of the motors for ASL 100, we have developed an excellent working relationship with A. C. Electric Company of Auburn and Bangor, Maine. The work they have done is first-rate and prices reasonable. They pick up and deliver the motors at no charge. We have worked with them on standards and procedures and frequently discuss the least expensive techniques that will prevent failures. A. C. has often stated that their goal is to overhaul a traction motor to such a degree that they will never see it enter their shop again.



**Above:** One of Connecticut 1160's Standard O-50 trucks after a thorough rebuilding, including building up of worn bearing surfaces, renewal of bushings, and thorough rust removal and painting. RS

**Below:** Field coils from 1160's motors shown at A. C. Electric's shop after renewal of insulation but before being baked to remove moisture. A major threat to traction motors in a very damp climate, such as that of Southern Maine, is water incursion which weakens insulation leading to short circuits. RS



A complete overhaul for a motor that is in "tired" but operating condition involves some or all of the following and possibly more:

- Removal from the car
- Testing insulation resistance with megohmmeter
- Complete disassembly
- Thorough steam cleaning
- Rewrapping (reinsulated) field coils
- Baking the field coils and armatures to drive out all moisture
- Reinstating field coils
- Vacuum-pressure impregnating coils and armature (VPI) to seal out moisture and dirt
- Baking armature, assembled motor frame and coils
- Retesting coils for short circuits and insulation resistance
- Balancing armatures
- Bring bearings to proper tolerances (re-babbiting if necessary)
- Replacing motor leads
- Overhauling brushholders
- Replacing and seating brushes
- Repacking bearings
- Test run on low voltage
- Reinstalling in the truck

Overhauling an average traction motor costs between \$4,000 and \$6,000 contracted with the additional labor of installation and support work done by us.

After very unsatisfactory experiences with some contractors and our own failures, we have determined that:

- A working relationship including frequent dialogue with the contractor must be maintained
- Because of the specialization and expense of the equipment needed, it does not make sense for Seashore's Town House Shop to do more than support work for the motor overhauls.
- A regular program of motor inspection and drying should be developed and rigidly followed.
- All operating cars should have their insulation resistance tested ("megged") and a log maintained.
- No car should be operated without drying its motors.

### Boston Elevated Ry. Crane 3246

After many years hiatus the crane is gradually coming back to life at the hands



**Above:** Volunteer Bob Reich refinishes a bulkhead on Bay State Street Railway 4175. DC



**Above:** Black striping has been applied nicely accenting the "Bay State yellow" dash. DC

of volunteers:

- Trolley pole mounting rebuilt
- Crane motor and associated electrical components made to work again

### Bay State Street Railway Semi-Convertible 4175

This classic New England trolley is continuing its evolution from a stripped body to a beautifully restored example of early 20<sup>th</sup> century carbuilder's craftsmanship.

- Bay State yellow and white exterior painting is now complete including accent and box
- Bulkhead and vestibule ceiling

stripping under way

- Varnished cherry sash now installed
- Leather hand straps now installed
- New trolley rope guards (along ends of roof) fabricated and installed

### Blackpool (England) Standard Double-Decker 144

The painting of Blackpool double-deck tram 144 on track 2 of the Burton B. Shaw South Boston Carhouse progressed to the point where the exterior paint job is virtually complete above the sills. Dark green accent striping was applied to both sides and the no. 2 end, leaving the no. 1



**Above:** Blackpool Standard doubledecker No. 144 poses in its freshly applied green and white colors. The car is one of four doubledeckers from the United Kingdom in the Museum's collection and plans call for its return to operation once mechanical and electrical work is undertaken. JS

end to be done at a time when there is more clearance between the car and the back of the barn.

The major focus during 2007 was the completion of the refinishing of the downstairs and upstairs vestibules on the no. 2 end. This was accomplished, and included the installation of new flooring strips in the spots where needed, followed by priming and two coats of *Fine Paints of Europe* high gloss floor enamel. Work for 2008 will be centered on preparing and painting the truck frames, fender guards and entrance steps.

Funds on hand are sufficient to support the much-needed rewiring of the car, but not to deal with the very narrow tread width of the wheels, which make the car prone to derailment on track that accommodates cars with North American standard streetcar wheels.

### Boston Line Car 3283

Recently arrived, this utilitarian car for years was the principal tool for maintaining overhead wire on Boston's Green Line and is quickly being prepared by volunteers to perform the same function at Seashore.

- Tower platform rebuilt
- End door and front sash rebuilt and installed
- Exterior repainted in bright MBTA yellow

### Boston Elevated Ry. Dump Car 3617

Newly returned to the Museum after many years on loan to the MBTA, the car is seeing repairs to enable it to be used again to spread ballast at Seashore.

- Old trolley boards removed and new ones fabricated
- Tests of electrical equipment in preparation for getting car to move have commenced



**Above:** A strengthened roof platform for Boston line car 3283 takes shape. When done this will make the car safer for overhead wire work. TS



**Above:** Cleveland 1227's headlining panels include elaborate designs carefully copied from surviving pieces of damaged original panels. DC

### Chicago Surface Lines 225

The second Baldwin truck was reassembled and its motors reinstalled and test-run with unsatisfactory results. They have since been taken out and sent to A. C. Electric for evaluation and eventual overhaul. The car's controllers were overhauled.

### Cleveland Railway Company Center-Entrance 1227

During the beginning months of 2007, a number of test trips were made to determine the car's operational ability. On one of those trips an electrical short-circuit to ground occurred in traction motor number 2, thus taking the car out of any operations except for special shifting moves. Motors 1 and 2 were removed and sent to A.C. Electric for diagnosis and will remain there until the necessary funding is raised to rewind the armature in one and to support general preventative maintenance in both. Highlights of other work done during 2007:

- Interior details continue to be added including numbers, Tayler Grant sign, vent covers, hand rails, leather signal bell hangers, signal bells (including one new one made by Seashore), floor painted, and buzzers operational.
- Piping changes made for smoother compressor operation and hand brake operation was improved
- Unique Nichols-Lintern tail lights made functional

### Connecticut Company 1160

This well-worn centenarian is beginning to come back together again. The first of

its two trucks is ready for reassembly. Its badly deteriorated bolster was sand blasted, then rebuilt. Its traction motor housings are being line bored to straighten excess wear and will be fitted with custom-made bearings. Internal rewiring of auxiliary circuits is underway, somewhat complicated because it is "after-the-fact," *i.e.* because it was much easier when the builder, Stephenson, put it in as the car was assembled. Final varnish and enamel coats were applied to doors and sash. Its massive sign boxes have been rebuilt and wired in. Work will commence next year on the second truck.

### D. C. Transit PCC 1304

The largely volunteer project to renovate this 1941 representative of the Nation's Capital continued in 2007. The exterior, repainted in the distinctive 1957 Art-Deco DC Transit colors, was largely completed with reconditioning and installation of the H-B lifeguard and with fabrication and installation of some missing roof ladder steps. Meanwhile, extensive work continued on the interior by a group of interested volunteers, with more than half the wall surfaces stripped, new ceiling panels installed, and the interior colors of two tone green with a cream ceiling applied. Power was connected to the car for the first time in decades as the interior lighting circuits were brought into operation. An important preparatory step for further electrical work was completed



**Above:** Cleveland 1227 after completing a trip around Talbott Park loop during a test run. DC

as the newly refurbished motor generator set was installed beneath the car.

### Montreal Tramways Observation 2

Over its operating life at Seashore, this popular open-top observation car had developed mechanical and electrical problems as well as becoming shabby. Volunteers have undertaken the refinishing of the car's seating. The pounding of a wheel when the car was operating was traced to an out-of-round wheel and chipped flange. This will have to be



**Above:** D. C. Transit 1304 wears the distinctive aqua and white colors, with orange accents, adopted by the company in 1957 in an attempt by the privately-owned firm to convince Congress streetcars should be retained and modernized in the nation's capital. However, the effort was unsuccessful. JS



**Above:** The decades long restoration of Wheeling (WV) curvilinear 639 moved closer to completion as work focused on completing electrical and mechanical systems. The car's exterior is largely done. JS

replaced or turned on a railroad wheel lathe until it is smooth.

### **Wheeling Traction Company Curved-side 639**

Nearing completion after a restoration process that has extended over many decades, this car, the sole survivor on rails of the standard "rubber-stamp" model used throughout the Midwest, continued to advance in 2007. Thanks to inter-museum cooperation, 639's worn motorman's brake valves were overhauled by Dave Garcia of the Orange



**Above:** In an example of inter-museum cooperation Dave Garcia at the Orange Empire Railway Museum in California tests one of Wheeling 639's brake valves on their brake test stand.

Empire Railway Museum in California. The rehabilitated nickel-iron batteries, necessary for the several auxiliary circuits, have been installed. Auxiliary circuits have been tested. The air-operated mechanisms for the car's big sliding doors have been overhauled and the doors now close smoothly. The hand brake mechanism has been fabricated and is in the testing stage. A new H-B lifeguard has been constructed and installed.

### **Operating cars servicing and fulfilling quest for authenticity**

- Cane seat repairs and reupholstering
- Leather hand strap needs surveyed for seven cars, straps purchased and many installed
- Operating cars serviced and continuing maintenance performed
- Manchester 38
  - Compressor governor, new brake release spring, properly operating headlights, hand brakes now operational for first time.
  - Vestibule window sash overhauled and refinished

### **Shop building improvements**

- First two translucent fiberglass panels installed in roof to improve lighting
- Insulation and weatherization to save fuel
- Painting visitors gallery floor
- Improved displays created describing cars in Shop
- Safety gratings installed around pit

## **Signal Department Report**

*Chester A. Bishop, Superintendent of Signals*

Progress in extending and improving the signal system along Seashore's main line continued in 2007. In preparation for a new, double-head, route-indicating signal to be installed inbound at Seaward Switch, we installed a small wayside cabinet to feed track circuits between Seaward Switch and McKay Crossing. This eventually will be replaced by a tall semaphore signal outbound, with an apparatus case beneath the mast.

Also, as a temporary measure, we installed a pedestal-mounted junction box on the west side of the track, opposite the location for a future, permanent, large instrument case on the east side of the track near Seaward Switch. We also rerouted the power and signal cables buried under the siding, through the conduit installed last year, into the box.

As the major project for the year, we installed a precast concrete foundation for the new #42 signal at Seaward Switch. This is not the most urgently needed new signal on the railroad, but its mast will allow us to bring buried power and signal cables out of the ground and up to the adjacent line pole to supply better power and signal line circuits for the signal expansion out the main line. It will also allow operators to become accustomed to route-indicating signal aspects and indications. The signal will be of the type used in subways and will be mounted on the side of a wide-flanged steel column, as if in a subway.

We continued to progress outfitting a medium-sized, double-sided relay cabinet to control the new signal and replace the small, single-door cabinet now at Seaward Switch. We designed and built backboards and vertical supports in the otherwise empty case.

Relatively minor by comparison, but desirable nonetheless, we installed grade crossing signal cutout timers for cars inbound at McKay Crossing and outbound at Morrison Hill. These timers deactivate the crossing signals after a predetermined period of time, to relieve a standoff situation when cars are delayed inbound by a car ahead unloading at Morrison Hill, and to restore peace and quiet when cars inadvertently trigger the signal when they are moved from the Visitors Center loop onto the main track to change ends (direction) and move elsewhere.

## Lowell Operations Report

Roger E. Somers  
Superintendent of Railway Operations—Lowell

The year 2007 marked the fifth year of operation for Seashore's New Orleans 966 on the Lowell National Park's trolley system. Our operations in Lowell date to the car's delivery to Lowell on June 29, 2003. Since that time 966 has been in operation on weekends beginning after Memorial Day through the end of October, including Lowell special events and vacation fill-in service for Park staff by qualified Seashore Trolley Museum volunteers. Seashore has had a close working relationship with the Lowell National Historic Park and the City of Lowell for many years and the addition of our operation of 966 has strengthened that relationship.

For those not familiar with our participation in the Lowell Operation, our volunteer operation of 966 serves twin goals. It both provides interpretive trips for visitors to our *On Track* museum exhibit and helps to reduce the Park Service's operating cost, allowing their staff to address other projects. The daily operating schedule for the summer and fall requires the operation of two trolleys seven days a week. The cars are operated to move park visitors between various venues spread over a wide area of the city. Many of the scheduled runs are similar to a regular transit service. However, some are group tours using the trolley to move the whole group from point to point—effectively serving as a chartered car.

When we began our participation in 2003, 966 ran as an extra car offering additional capacity and special run services where needed. Over the years since, we have become an intrinsic part of the operation running a specific schedule, including tours. Destinations include the boat tours on the canals, the Gate House, the water power exhibit in Suffolk Mill, the lock tours at Swamp and Lower Locks and of course the Boott Mill operating loom exhibits. The City of Lowell tour covers many of these venues as well as pointing out many of the historic places along the way. In return for Seashore's scheduled role, the Park Service offers many services that help keep both 966 and our exhibit in operation.

New Orleans 966 has become a very popular car as many visitors prefer to ride it instead of one of the open cars. We have carried passengers from many parts



**Above:** New Orleans 966 poses at the Wannalancit Mills end of the Lowell National Historical Park's heritage trolley system.

**Right:** Seashore's 966 waits in the background as the Park's replica open car 1602 clears the intersection. Seashore and Park Service runs interwork smoothly on the system. JS



of the U.S., and the world. All of them very pleased with the opportunity to ride such a beautifully restored car while visiting Lowell. Children often are interested when we explain that the Perley-Thomas company that built 966 is the same one that made the Thomas Built school bus they ride to school. All are encouraged to stop at the Museum in Maine. Our operation in Lowell provides Seashore a rolling billboard while demonstrating trolley operation in an urban setting.

We have a great core of volunteers who operate 966 each year with an excellent safety record. A few of them also participate in performing maintenance on the car and by helping in our National Streetcar Museum exhibit in the Mack Building. We require two volunteers to operate the car, one as motorman and the other a flag person/conductor. Because there is no live crossing protection at each of the street crossings, we are required to flag each crossing according to standard railroad rules. We often have the participation of the Park's flagpersons helping us on the car and some of the Park employ-

ees have become Seashore members and are qualified to run 966. In order to operate 966, one must be a Seashore member and pass the Seashore Operator Training Program in Maine. However, this year we instituted a "966 Lowell Only" training program and have had great success attracting new operators. Some of these folks have gone on to qualify in Maine and volunteer there as well.

No. 966 is housed in the Boott Mill trolley barn with the three National Park Service cars. The barn is located on the Bridge Street end of the Boott Mill Building and once served as the coaling facility for the mill. Deliveries of coal were made by rail with the cars entering the building to deposit their load at the rear of the building. The coaling pocket was retrofitted to house and to provide a maintenance facility for the Park's trolleys. The facility is heated in the winter and air conditioned in the summer.

Overall we have had great success with our operations in Lowell for the first five years and have become a valuable part of the National Park's trolley system.

## Bus Department Report

Thomas O. Santarelli de Brasch  
Curator of Buses and Trackless Trolleys

For Seashore's bus and trackless trolley curatorial staff the year 2007 was very active, particularly in the field of additions to the collection. New arrivals and other activities are described below.

### Boston Trackless Trolleys 4013 and 4028

The much anticipated retirement of Boston's fleet of 1976 Flyer E800 trackless trolleys began in earnest in 2006 when the 20-coach active fleet was reduced to 10 coaches to be held as reserves and for use in ice cutting duty. Seashore worked closely with the North Cambridge car house crew to pick out the best two coaches for preservation from the group being retired. At the time, the Flyers had covered all trackless trolley operation in Boston for some 30 years without ever undergoing any major rebuilds or thorough mid-life overhauls. An order for replacement low floor Neoplan coaches had been placed in 2002, but many of these were diverted for use on the new South Boston Silver Line extension until the articulated dual-mode Neoplans became available.

Flyer, a Canadian firm, emerged in the early 1970s as a new manufacturer of trackless trolleys after the traditional manufacturers such as Pullman and ACF-Brill had left the market. Flyer entered the field by outfitting D700 New Look style bus shells with reclaimed electrical and mechanical components from older



**Above:** Trackless trolleys of this or very similar design equipped all of the remaining trolley bus systems in North America in the 1970s. Boston 4013 and 4028 came to Maine to represent this era as a successor generation came into service on the lines radiating out of Harvard Square in Cambridge. JS

coaches, creating the model E700 for Toronto. It was not until orders came from Boston, San Francisco, and Dayton that they would sell large numbers of trackless trolleys in the U.S. The vehicle supplied to these cities was based on the updated model developed through a sales partnership with AM General known as the D800/E800.

Upon the arrival of coaches 4013 and 4028 in Maine, Seashore volunteers reassembled the roof components and resolved control issues in time for both to see service on our trackless trolley line for the Columbus Day weekend Transit Day event.

### Boston Buses 8400 and 8903

In 2006, Boston began an accelerated program of retiring all of its two cycle Detroit Diesel-powered buses. These engines were based on technology adapted for use in old look Yellow Coaches in the 1930s. Not surprisingly, such engines could not meet current environmental standards, and the MBTA reached agreements to accelerate the retirement of this technology to reduce atmospheric emissions. Several series of RTS buses were affected and included buses purchased in the mid and late 1980s.

Originally Seashore had targeted one of the two groups purchased in 1989 built by Transit Manufacturing Corporation equipped with soft (cushioned vinyl) seats. We had missed out on earlier opportunities to represent MBTA turnpike commuter bus service, and this was quite possibly the last chance to do so. Bus number 8903 was selected as one of the last in service and considered by the Bartlett Street Garage staff as the queen of the fleet. It was refitted with cloth upholstered seats in its last years of service. Seashore volunteers were able to collect a full set of the original style blue vinyl seats from other scrap buses.

The choice of a 102 inch wide TMC bus to represent the Boston RTS fleet was also motivated by the desire to preserve the product of the second manufacturer of the RTS design, namely TMC. GMC had sold the line to TMC when it exited the transit bus market in 1987. Our Cape



**Above:** A remarkable addition to Seashore's collection of vehicles representing world capitals is this Paris Renault TN-4 open rear platform bus, obtained from a collector in Massachusetts. This type of bus helped replace the final Paris trams in 1937 and was an iconic symbol of the city for decades. TS

Ann Transportation Authority No. 7804 represents the first slant-back style of this model. Such early RTS buses, built by GMC, would be the MBTA's last series of buses not equipped with air conditioning.

The introduction of these buses ended the Authority's practice of purchasing lower cost New Look buses from Canada for several years after American manufacturers had already switched to advanced design buses. At least two of these earlier buses were expected to be preserved by the MBTA, one of which was the lowest numbered bus, No. 8400. The Fellsway Garage staff had originally intended to restore and preserve 8400. However, it was suddenly sent to the scrap line when managers felt compliance with the environmental agreements necessitated its removal from MBTA property. Seashore was approached to preserve this bus since the MBTA itself was unable to do so at the time.

The acquisition of the two buses has made it possible to represent both paint schemes used on the RTS buses in Boston. The 8400 has been repainted in the original primarily white scheme with a yellow band and black stripe. The 8903 has been repainted in the newer scheme with a wider band of yellow plus gray skirts with a blue stripe.

### Paris Bus 2052

During the 1980s, the Museum made several attempts to accept the offer of a 1932 Renault open rear platform bus from a Paris museum. After years of negotiation, a change in leadership at that museum ended the project. Hope remained that someday we could find a representative of the iconic Paris open rear platform bus.

In the late 1960s, at least two Renaults were shipped to the US. One is rumored to have ended up warehoused in New York. Another, No. 2052, was purchased by Chicago department store Carson Pirie Scott and used as a promotional vehicle with sponsorship from Renault and painted in a red, white, and blue scheme. It was later donated to the Museum of Transportation in St. Louis and was on display for many years, later being placed in dead storage.

In 2006 the bus was purchased at auction by a truck collector in western Massachusetts. Unfortunately, the canvas roof was damaged en route, and the bus suffered some water damage to its interior. Sea-



**Above:** Boston Flyer trackless trolley 4028 ready to leave the Everett Shops of the Massachusetts Bay Transportation Authority for Maine. Tilting bed trailers such as this ease loading operations. TS

shore was able to later purchase the bus from this collector who asked only to be paid the amount he had spent to acquire it. The amount was much lower than what it would have cost to import a bus from France. Other than the minor water damage and need for a new roof canvas, the bus is complete and in remarkable condition. The Renaults are a rugged, sturdily-built model designed as a two-man vehicle with a conductor riding on the rear platform.

### Expanded Transit Day

Following a successful visit from the Motor Bus Society in 2003, the idea emerged of holding an annual Columbus Weekend event to be known as Bus Day. In 2007

following three years of moderate success, the event was revamped and expanded to become Bus, Trackless Trolley, and Rapid Transit Day. Later this was abbreviated to Transit Day. This change coincided with the arrival of the first two Boston Flyer trackless trolleys, and also the successful repair and return to operation of our 1948 Pullman coach No. 8361. All of them operated under an improved overhead wire system the day of the event. Additionally, it has become a great opportunity to showcase our rapid transit collection in addition to demonstrating the depth of the National Collection by creating line-ups only possible at Seashore, such as the three initial generations of Flyers with a Toronto D700A,



**Above:** Omaha "Super Twin" 1312 arrives in Maine on a similar trailer to that used for Boston 4028. This unusual bus design was not a commercial success (only 15 were sold) but proved the concept of articulation even though the bus only bent vertically not horizontally unlike current designs. TS



**Above:** A group of volunteer supporters of the Museum's trackless trolley operations pose in front of Boston Pullman 8361, the vehicle type ubiquitous on Boston's large system in the 1950s and 60s. TS

Boston Flyer E800, and a Boston Flyer D901, all complete, all operational. Also Seashore is the only place in the US where all the major New Look designs from GM, Flxible, Flyer and AM General can be displayed together.

**Super Twin Update**

The Omaha Super Twin articulated bus, No. 1312 arrived in 2006 thus realizing the long time dream of acquiring one of these legendary vehicles. Though the 15 units purchased by Omaha would be the

only fleet of the model sold to a transit property (other than a demonstrator sold to Chicago), they represent the first successful articulated bus design in the US. For Seashore the bus also represents propane power, and dual engine propulsion.

In 2007, No. 1312 was thoroughly cleaned and some repairs were made before placing it as a static display as part of our bus exhibit area near the Highwood car house.



**Above:** A new annual event at Seashore is Transit Day which features rapid transit cars and buses. In October a train of New York subway cars from the 1960s meets a Boston bus of similar vintage. EF

**Marketing Report**

*Judith A. Kline and John L. Middleton, Jr.*

**Guest Register Report**

Of the paid visitor total of approximately 19,984 as of early December 2007, a total of 2,631 visitors made entries in the guest register. The guest register entries thus comprise only 17.2% of the paying visitors, but to date this is the best source of data we have to gather visitor origin and comments. As an aside, for the 2007 season at Seashore, there was only one negative comment made in the guest register and that was as follows: "10 miles per hour is way to slow."

Based on the guest register data, this table indicates how visitors learned about the Museum:

Advertisements	8.76%
Brochures/ Pamphlets	16.67%
Driving by	6.89%
Maps & Atlases	2.95%
Internet/Web site	6.96%
Various Publications	2.07%
Previous Visitors	17.81%
Rail Fans	2.91%
Seashore Suppliers	0.32%
Word of Mouth	28.25%
No reason given	11.58%
Prelude Booklet	4.30%

From tour groups visiting the Museum, 324 persons wrote in the guest register.

The 102 foreign visitors who signed the register represented the following countries:

Australia	1.96%
Canada	52.94%
Germany	3.92%
Hungary	1.96%
Netherlands	0.98%
Ukraine	3.92%
United Kingdom	34.31%

We have segmented the United States into eight sections as shown below to indicate which areas are best represented by our visitors:

**Parts Department Report**

*Daniel Cohen, Director of Parts Department*

The Parts Department is organized to obtain, house, secure, organize, and catalogue a stock of rare and currently unobtainable parts to be used in the restoration and maintenance of the Museum's exhibits.

The Parts Department is also establishing and updating a file of sources for restoration materials and consumable parts such as light bulbs, fuses, electrical contacts, and sharing this information with similar preservation organizations.

Another activity has been to create and maintain a small technical library of manuals and blueprints to aid in restoration and maintenance of the operating vehicle collection. It also houses a collection of wooden and metal patterns to enable the Museum to cast new parts.

The primary means of obtaining parts is to purchase publicly-bid lots of obsolete or excess parts offered by major urban transit agencies, which typically are released as older transit vehicles are retired. This bidding activity is supplemented by direct salvage of usable parts from retired vehicles by the department's volunteers.

Parts which are surplus to the present and future needs of the collection are sold or traded with other museums or operators of vintage transit vehicles. Revenue from sales is used to fund the purchase and protection of more parts. Some of this revenue is used to maintain materials handling devices such as fork lift trucks and cranes, both rail mounted and automotive. This year was a typically active one for the department with parts acquired from a number of sources.

when placed in a rack, and the text was simplified to be easier to read by the general public. Special thanks should be given to Jenifer Bove, our marketing consultant, Ed Dooks and Phil Morse for the work and photographs they have contributed.

The Marketing Department hired "Here's Where" to distribute brochure in racks from Rye, NH to Freeport, ME at 484 locations. They reported to have over 30 thousand brochures taken from their racks. The department gave 3500 brochures each to the Maine Tourism Association, the Greater Portland Convention & Visitors Bureau, and 1500 brochures to each of the Chambers of Commerce in York, Ogunquit, Wells, Kennebunk/Kennebunkport, and Biddeford-Saco. Judy Kline exchanged mailed packets of brochures with eleven other railroad/railway museums. Volunteers Judy Kline, Larry Scheu, and John Middleton placed brochures with a variety of local businesses not covered by "Here's Where". In short, over 60 thousand brochures were distributed.

**Other Promotional Efforts**

This was the second year that we purchased air time for TV spot ads on the local Time Warner cable network. As in last year, Time Warner ran the one minute film clip that they produced last year for the price of a 30 second spot. The ad was shown in the York (York to K'port)) and Sebago (Scarborough to Sebago) areas on 3 cable channels (Family, Animal Planet and Weather) 6 times each week for 18 wks, May through September. This year we added seven featured spots on Time Warner's "Your Guide to the Seacoast" which is shown on the information channel unique to hotels and inns.

**Below:** Cars 0210 and 01000 from Boston's Main Line elevated pose in front of Tower C, which formerly handled switching duties between elevated branches along their route in Boston's North End. EF



	2007	2006
Local States [ME & NH]	11.00%	12.00%
Northeastern States [VT, MA, CT & RI]	19.00%	17.60%
Mid-Atlantic States, North [NY, NJ, & PA]	13.90%	15.60%
Mid-Atlantic States, South [VA,WV,MD,DE]	1.70%	1.60%
Southern States [NC, SC, GA, AL, FL, TN, KY]	7.30%	4.90%
Mid-Western States, Upper [OH, WI, MN, MI, IL, NE, & IA]	3.70%	5.80%
Mid-Western States, Lower [MO, KS, TX, OK]	1.70%	
Far Western States [WA, OR, CA, CO, AZ]	2.90%	1.20%
UNKNOWN addresses	34.20%	34.00%
Foreign Visitors	3.90%	4.10%

The data above was derived from the number of visitors from the following states and countries:

Alabama	2	Missouri	10
Arizona	8	N. Carolina	37
California	29	Nebraska	2
Colorado	16	N. Hampshire	69
Connecticut	59	New Jersey	100
Delaware	10	New York	183
Florida	75	Ohio	27
Georgia	28	Oklahoma	10
Iowa	6	Oregon	15
Illinois	23	Pennsylvania	82
Indiana	15	Rhode Island	17
Kansas	4	S. Carolina	40
Kentucky	7	Tennessee	4
Mass.	379	Texas	21
Maryland	19	Vermont	46
Maine	231	Virginia	13
Michigan	10	Washington	9
Minnesota	4	Wisconsin	11
W. Virginia	4		
Australia	2	Canada	54
England	16	Germany	4
Hungary	2	Ireland	4
Netherlands	1	Scotland	4
UK	11	Ukraine	4

Unknown addresses 900

**2007 Brochure Distribution**

For 2007, the brochure was upgraded to be a better eye-catcher both inside and

## Corporate Information as of December 31, 2007

### SEASHORE TROLLEY MUSEUM

The New England Electric Railway Historical Society is a nonprofit educational institution dedicated to the preservation, exhibition, and operation of urban and interurban transit vehicles from the mid-nineteenth century to the present. It operates the Seashore Trolley Museum in Kennebunkport, Maine, and the National Streetcar Museum at Lowell in Lowell, Massachusetts. Its collection is displayed, interpreted, conserved, and operated for the public.

### CORPORATE OFFICE

#### ADDRESS

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

#### MAILING ADDRESS

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

#### TELEPHONE

Office: 207/967-2712  
Recorded information: 207/967-2800  
FAX: 207/967-0867  
Restoration Shop: 207/967-2540

#### INTERNET

<http://www.trolleyuseum.org>

E-Mail: [carshop@gwi.net](mailto:carshop@gwi.net)

### CORPORATE AFFILIATIONS

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

### BOARD OF TRUSTEES

**H. PHILIP BERKOWITZ**  
**DANN CHAMBERLIN**  
**NORMAN E. DOWN**  
**ROBERT F. HUGHES**  
**ROBERT J. PERKINS, SR.**  
**KENNETH E. ROBB**  
**LOYD ROSEVEAR**  
**JAMES D. SHANTZ**  
**THOMAS O. SANTARELLI DE BRASCH**  
**PAUL SYLVESTER**  
**ROGER G. TOBIN**  
**BENEDICT S. YUSCAVITCH**

### SENIOR TRUSTEES

**RALPH L. DAY**  
**JEFFREY N. SISSON**

### CORPORATE OFFICERS

**JAMES D. SHANTZ**  
Chairman, Board of Trustees

**DANN CHAMBERLIN**  
President

**JEFFREY N. SISSON**  
Vice President of Finance and Treasurer/  
Comptroller

**H. PHILIP BERKOWITZ**  
Vice Chairman, Board of Trustees

**JOHN L. MIDDLETON, JR.**  
Vice President of Business Administration

**JOHN R. LAFHAMME**  
Vice President of Organizational  
Advancement

**MARK WEINBERG**  
Vice President of Membership Affairs and  
Membership Secretary

**BENEDICT S. YUSCAVITCH**  
Vice President of Membership Affairs

**CECILIA B. CLAPP**  
Corporate Secretary

**SUSAN DRISCOLL, ESQ.**  
General Counsel & Clerk of  
Corporation

**Below:** Two members of a four generation Seashore family enjoy some time aboard Twin Cities 1267. Lester Stephenson, Jr.'s father was an Eastern Massachusetts Street Railway motorman (who operated Seashore's 4387 in service ) and an early Seashore officer. Son Donald regularly shares operations duties with his father and Donald's son Zachary is getting an early start with the Museum. TG



**Administrative Management** as of December 31, 2007**ADMINISTRATIVE OFFICERS****PETER FOLGER**

Curator of Railway Collections

**THOMAS O. SANTARELLI DE BRASCH**

Curator of Buses and Trackless Trolleys

**WILLIAM A. POLLMAN**

Curator of Rapid Transit Cars

**HERBERT PENCE AND ROGER E. SOMERS**

Curators of Foster Palmer Collection

**DONALD G. CURRY**

Manager of Restoration Shop

**EDWARD L. RAMSDELL**

Librarian

**RONALD E. NEWTON**

Museum Store Manager

**GAYLE BERGERON**

Bookkeeper and Assistant Museum Store Manager

**HELEN NEWTON**

Manager of Museum Store Mail Order Sales

**HELEN HEFFNER**

Manager of Museum Store Summer Sales

**ROBERT F. HUGHES**

Director of Railway Operations

**MARK SYLVESTER**Administrative Assistant  
Railway Operations**ELIOT M. KAPLAN**

Superintendent of Railway Operations

**ROGER G. TOBIN**

Safety Coordinator

**H. PHILIP BERKOWITZ**

Assistant Superintendent of Railway Operations

**JOHN R. NAUGLER**

Assistant Superintendent of Railway Operations

**ROGER E. SOMERS**

Superintendent of Railway Operations–Lowell

**JOHN R. NAUGLER**

Assistant Superintendent of Railway Operations–Lowell

**THOMAS O. SANTARELLI DE BRASCH**

Superintendent of Bus Operations

**PETER HAMMOND**

Assistant Superintendent of Bus Operations

**PETER G. WILSON**

Superintendent of Track Construction and Maintenance

**JOHN W. COYLE, III**

Superintendent of Overhead Construction and Maintenance

**CHESTER E. BISHOP**

Superintendent of Signals

**PAUL SYLVESTER**

Manager of Public Programs and Exhibits

**NORMAN E. DOWN**

Museum Magazine Editor

**MATTHEW COSGRO**

Webmaster

**DANIEL R. COHEN**

Director of Parts Department

**WILLIAM A. POLLMAN**

Assistant Director of Parts Department

**ROBERT J. PERKINS, SR.**

Yardmaster

**JOHN W. COYLE, III**

Assistant Yardmaster

**DONALD LANDRY**

Electrician

**HONORARY OFFICERS****O. R. CUMMINGS**

Historian Emeritus

**GEORGE M. SANBORN**

Honorary Museum Archivist

## Museum Contributors

This year more than 590 individuals and organizations contributed to the Seashore Trolley Museum. The total amount contributed exceeded \$313,000. Over \$292,000 of this total was in cash. The Museum is very fortunate to have such generous donors among its membership and friends and extends its deep thanks to all who have given so generously.

More than \$96,000 of the donations were made to the general fund, which supports the vital administrative and maintenance expenses that keep the Museum operating. Importantly, the total donated to the endowment fund exceeded \$70,000, thanks to the generous challenge grant by member Roger Somers. These funds will generate earnings each year forever.

The total contributed to restricted funds, much of it to support car restoration projects, exceeded \$137,000. The Board of Trustees of the New England Electric Railway Historical Society gratefully acknowledges the contributions of the following members and friends:

### The 2007 Seashore Donor Honor Roll

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

Barr, John B. (Estate)  
LaFlamme, John R.  
Schantz, James D.  
Somers, Roger E.  
Spaulding, Charles H.  
Terhune, Robert D.  
Waterhouse, Geraldine

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

Davis, Vernon W.  
Hughes, Robert F.  
Scholes, Clifford R.  
Smith, Donald R., Jr.

#### Donations of \$2,500 to \$5,000

Anonymous  
Bishop, Chester E.  
Butler, Patrick  
Chamberlin, G. Dann  
Cohen, Daniel R.  
Folger, Peter  
Hansen, Elizabeth  
Maloney, Frederick J.  
Pence, Herbert  
Pollman, William A.  
Reich, Robert J.  
Santarelli De Brasch, Thomas O.  
Sisson, Jeffrey N.

#### Donations of \$1,000 to \$2,500

Amherst Railway Society, Inc.  
Bauman Family Foundation  
Boston Chapter NRHS  
Brune, David T.  
Carrier, Douglas Jr.  
Coffin, Vernon W.  
Conard, R. Richard  
Curry, Donald G.  
Donnelly, John M., Jr.  
Dooks, Edward E.  
Dvorak, Stephen C.

Glickman, Todd S.  
Griffith, Charles A., Jr  
Hughes, Doris A.  
Johnson, Ben  
Kelly, Robert E.  
Kennebunk Savings Bank  
Kerr, Kenneth H.  
Kittredge, John Thomas  
Kochs, Paul  
Korach, Robert S.  
Melcher, Robert C.  
Mercurio, John B., Jr.  
Middleton, John L., Jr.  
Murray, Jack  
Palmer, E. MacDougall  
Palmer, Theodore W.  
Pratt, Newton K.  
Pratt, Seth K.  
Publicover, Charles L.  
Quale, James A.  
Saco & Biddeford Savings Bank  
Talbot, Frederick  
Tobin, Roger G.  
Twomey, Jeremiah  
Weinberg, Mark T.  
Wolfe, John

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

Aronovitch, Charles D.  
Bain, Henry W.D.  
Berkowitz, Philip  
Callahan, William J.  
Castiglione, A. Paul  
Cole-Harrison  
Connolly, Thomas F.  
Cummings, O. Richard  
Farrell, Kevin T.  
FitzGerald, Robert W.  
Fortis Investments  
Fraynert, Jim  
General Electric Foundation  
Gingell, Robert  
Hanft Family Trust  
Hughes, Thomas H.

IBM International Foundation  
Jenness, Gary  
Klein, David E.  
Kline, Judith A.  
Mallory, William  
Meckes, Robert  
Newton, Ronald E.  
Ogarek, Michael  
Pirmann, David  
Pumpkin World  
Ramsdell, Edward L.  
Robinson, Charles C.  
Rosevear, Lloyd  
Sauer, John F.  
Smerk, George M.  
Smith, Joshua L.  
Sullivan, Mark E.  
Sylvester, Mark  
Whiteman, Jeremy T.  
Wilson, Peter G.

#### Donations of \$250 to \$500

Allen, Duncan W.  
Anderson, Douglas R.  
Bagnell, Joseph A.  
Bennett, Jeffrey Hall  
Bequaert, Frank C.  
Borst, Craig M.  
Boston, David M.  
Captain Lord Mansion  
Chadbourne, James D.  
Chittenden, Kevin M.  
Coffin, Whitney V.  
Cousineau, Richard H.  
Dooks, Karen  
Down, Norman E.  
Ellis, Arthur S.  
Gbur, Jon  
Gibson, Henry A  
Goosman, Raymond A.  
Gummere, Barker, Jr.  
Haase, Ernest N.  
Hammond, Herbert C.  
Howard, Dan W  
Hoy, Lewis L.  
Johnson, Karl F.  
Jordan, Douglas R.  
Kaplan, Eliot M.  
Kyper, John S.  
Lancaster, J. Emmons  
Legenhausen, William H.  
Lennon, Michael C.  
Longfellow Books  
Look, Dean F.  
Lutz, Patricia M.  
Mathews, LaForest E.  
McCloskey, James W.  
Metis Of Maine  
Mosteller, William  
Naugler, John R.  
Paquin & Carroll  
Perkins, Robert J., Jr.  
Perkins, Robert J., Sr.  
Perry, Erik

Pierce, Donald W.  
 Robb, Kenneth E.  
 Rockwell, John R.  
 Rogers, David  
 Sargent, Clifford C.  
 Schwab Charitable Fund  
 Sharood, John N.  
 Shaw, Burton B.  
 Sherman, Carolyn  
 Shriver, John  
 Sikorski, John  
 Silva, Russell B.  
 Smith Barney Charitable Trust  
 Stamm, C. William  
 Starkweather, David C.  
 Sullivan, Leo J.  
 Tello, Thomas A.  
 TIG/m LLC  
 Torney, Geoffrey B.  
 Weirs Motor Sales Inc.

### Donations of \$100 to \$250

Allen, David W.  
 Ames, Brewster, Jr.  
 Anthony, Elizabeth  
 Arnold, William R.  
 Arocha, Alfredo P.  
 Ashley, Thomas J.  
 Balsama, Joseph J.  
 Bank of America  
 Bergen & Parkinson LLC  
 Bergstrom, John  
 Bowen, Andrew  
 Brandt, William E.  
 Brill, Kenneth A.  
 Brink, Kenneth H.  
 Brown, Lawrence S.  
 Bruno, Peter J.  
 Buckley, Michael J.  
 Bush, Phillip B., II (Capt.)  
 Butts, William A.  
 Carnaby, Michael J.  
 Carson, O.E.  
 Chalup, Michael S.  
 Clark, Francis E.  
 Clarke, Bradley H.  
 Coyle, John W., III  
 Crawford, William  
 Cronin, Paul J.  
 Curtis, Art  
 Davis, James H.  
 Dennis, Charles R.  
 Drobnik, John J. & Kathleen M.  
 Drye, Robert C.  
 Duncan, John A.  
 Duncan, Lee  
 Dunlap, Edward C.  
 Earl, James J.  
 Earnest, William H.  
 Fatula, John A.  
 Flynn, Edward F.  
 Ford, Thomas J., Jr.  
 Friends of Gale Library  
 Garbarino, David

Gebhardt, Wayne  
 Glucksman, Marc  
 Godek, Frank  
 Grzymala, Robert S.  
 Gueli, James V.  
 Gustafson, Carl  
 Harrison, Kenton  
 Harrison, Mark  
 Heiderich, Ronald Scott  
 Higginbotham, William  
 Hollinshead, William  
 Houle, Dennis R.  
 Hoy, David F.  
 Hubbell, Henry  
 Hurd, Richard N.  
 Iwanow, Agnes A.  
 Jayne, Allan W., Jr.  
 Jentzsch, Detlef  
 John Hancock Financial Services Inc.  
 Jones, George W.  
 Juhase, Kim  
 Keavy, John F., Jr.  
 Kennebunk Portside Rotary  
 Kirkpatrick, Dana  
 Knust, Thomas C.  
 Koehl, Robert  
 Kohanski, Robert W.  
 Kornechuk, David C.  
 Landry, Donald  
 Lane, Richard A.  
 Leonard, James J.  
 Lindenauer, Priscilla B.  
 Logan, Tim  
 Lowrance, Edgar G., II  
 Lynd, Richard B.  
 MacDonald, Laurence P.  
 Macleod, Edward P.  
 Mangahas, William  
 Mandeville, Robert M.  
 McBride, Thomas G.  
 McFarlane, James R.  
 McInerney, K. J.  
 McMahan, James P.  
 Mesrobian, Ara  
 Miles, Theodore  
 Minnich, Ida Mae  
 Moran, Thomas F.  
 Morgan, Steven J.  
 Morse, Channing H., Jr.  
 Morse, Philip W.  
 Muckenhoupt, Benjamin  
 Nowell, Winford T.  
 Ocean Communities FCU  
 Oechsle, George  
 Orłowski, Stanley J.  
 Perkins, Robert A.  
 Peschel, Chris  
 Petrin, George H.  
 Polimer, Joseph  
 Randall, Christopher C.  
 Red Apple Campground  
 Reminger, Richard  
 Rosenberg, Ron  
 Ruddell, Ronald P.

Sack, J. Andrew, Jr.  
 Sanger, Donald F.  
 Scaffardi, Bob  
 Schreiber, Ira P.  
 Schumm, Brooke, III  
 Seafood Center of Maine  
 Sefranek, George A.  
 Shaw, Ellen W.  
 Sherblum, Carl A., Jr.  
 Silloway, Elwin A.  
 Silver, Leonard W.  
 Smith, Harold V.  
 Snowdon, Alton G.  
 Speer, Timothy S.  
 Spellman, John T.  
 Springer, Clinton H.  
 Starr, Jane S.  
 Sylvester, Paul  
 Szufiad, John G.  
 Terwilliger, George E.  
 Tirrell, Brendan  
 Traubert, Roger  
 Vaitkunas, James A.  
 Vernon, Lloyd D.  
 Wartinbee, Ron  
 Wasem, Ronald G.  
 White, Paul F.  
 White, Richard R.  
 Winkley, M. Dwight  
 Wolfe, Julien  
 Yee, Chester  
 Yuscavitch, Marilyn L.

### Donations of \$50 to \$100

Adams, Harry B.  
 Arundel Homes LLC  
 Arundel Market  
 Barlow, Brandon  
 Barwise, Barbara  
 Beaulieu, Joseph F.  
 Bebris, George J.  
 Belcher, Jonathan  
 Bennett, Deborah A.  
 Bevis, James E.  
 Black, Robert M.  
 Brown, Frederick, Jr.  
 Buchholz, Roger C.  
 Burns, Lawrence E.  
 Cantwell, Daniel H.  
 Champagne, Lucien L.  
 Collins, John J.  
 DeGhetto, Michael S.  
 DiPerre, Robbin W.  
 Doherty, Joseph W.  
 Donahue, Harry A.  
 Eaton, Carolyn  
 Eisenstraut, Kurt  
 Enters, Fred  
 FM Global  
 Francis, Patrick E.  
 Gately, James E.  
 Gaudet, Arthur N.  
 General Reinsurance Corp  
 George, Richard H.

Gorlovsky-Schepp, Adam  
Grady, John J.  
Guptill, Robert V.  
Gutgsell, Gregory G.  
Hall, Preston and Rosemary  
Hall, Richard  
Hammond, Peter  
Harrje, Gail  
Harvey, Norman  
Haskell, Peter D.  
Head, Robert C.  
Hemeon, Steven  
Henderson, Anna  
Hendrix, Steve & Jean  
Herder, T. Mark  
Hill, John R.  
Hope, Walter D., Jr.  
Horn, M. Richard  
Isenberg, Seymour L.  
Johnson, Lee  
Johnston, David L.  
Keller, Robert  
Keller, Ronald  
King, LeRoy O., Jr.  
Kogge, Peter M.  
Kossifos, Constantine N.  
Leech, John W.  
Litman, Regina S.  
Lord, William A.  
Lyons, Dennis J.  
Macaronas, Denise  
MacDougalls Marine Service  
Marcotte, Everett A.  
Markey, Peter L.  
Martenson, Lee and Marjory  
McAulay, Hugh Nichol  
Merrill Lynch Co. Foundation  
Miller, Edward C., Jr.  
Morrison, Donald F.  
Myers, John J.  
Nissley, Clarence E.  
Nuss, Walter F.  
Package Industries Inc.  
Palmer, Everett H.  
Party Plus  
Patton, William L., Jr.  
Perkins, Donna  
Remsen, Thomas  
Rendall, Burt  
Richardson, Hubbard  
Roboff, Gary S.  
Roemer, Richard P.  
Rothenberg, F. Scott  
Russell, Richard A.  
Sanner, Fredrick C  
Santarelli De Brasch, Stephen  
Savage, Eric A., Jr.  
Schaffner, Sandra  
Shea, Joseph T.  
Shipman, W. Stevens, Jr.  
Silverstein, Marc  
Smith, G. Christopher  
So. Portland Historical Society  
Spoth, Adele B.

Starr, Robert M.  
Steffan, Constantine  
Stoel- Cousineau, Katherine B.  
Taylor, Debra D. & Michael  
Taylor, Douglass B.  
Tennyson, Edson L.  
Terricciano, David  
Thompson, Earl W.  
Thresher, Carl H.  
Tierney, David E.

Valencius, Matthew  
Vandenheuvel, D. J.  
Vibbert, Robert, Jr.  
Walker, David A.  
Walsh, Heather  
Weissman, Fredrick  
Wells, Bruce P.  
Williams, John Insko  
Wood, John B.

### **Museum Volunteers**

The Society 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 70 volunteers who reported 10 or more hours in 2007. The grand total reported was in excess of 22,000 hours for the year. Reporting the hours is completely voluntary and, unfortunately, is a task not enjoyed by many volunteers, including some of those most active. Thus both the number of volunteers listed here and the hours reported vastly understates the total number of hours volunteered.

However, the Board of Trustees of the New England Electric Railway Historical Society extends its deep gratitude to all of its volunteers, both those listed here and those not, without whom the Museum could not function:

#### **1000 or more hours**

Berkowitz, Philip  
Newton, Ronald E.  
Middleton, John L., Jr  
Sisson, Jeffrey N.  
Tobin, Roger G.

#### **500 to 1000 hours**

Avy, Richard H.  
Black, Robert M.  
Coffin, Whitney V.  
Dooks, Edward  
Kaplan, Eliot M.  
Kline, Judith A.  
Naugler, John R.  
Reich, Robert J.

#### **250 to 500 hours**

Bishop, Chester E.  
Bruhmuller, Kenneth  
Chamberlin, C. Dann  
Gingell, Robert  
LaRoche, Thomas  
Look, Dean F.  
Mallory, William  
Perkins, Chistina  
Perkins, Donna  
Perkins, Robert J., Sr.  
Rendall, Burt  
Rosevear, Lloyd  
Weinberg, Mark

#### **100 to 250 hours**

Berkowitz, Nancy  
Brown, Jean  
Cosgro, Matthew  
Cosgro, Richard  
Dooks, Karen  
Fatula, John A.  
Howard, Mary & Dan  
Kurtasz, Peter

LaRoche, Denise  
Mercurio, John B., Jr  
Newton, Helen L.  
Perkins, Robert J., Jr  
Pino, Chelsey  
Ramsdell, Edward L.  
Rapport, Charles L.  
Scheu, Lawrence D.  
Sikorski, John  
Tello, Thomas A.  
**50 to 100 hours**  
Dow, Thomas G.  
Hammond, Peter  
Robinson, Charles C.

#### **10 to 50 hours**

Allen, Duncan W.  
Bellefeuille, Mark  
Biddell, Ronald  
Buckley, Michael J.  
Carrier, Douglas, Jr.  
Dresner, Lewis A.  
Drye, Robert  
Earl, James J.  
Gilman, Eric  
Gueli, James V.  
Harrje, Gail  
Haskell, Peter D.  
Healy, Christopher  
Hebert, Christine C.  
Hooper, Scott J.  
McGinley, Terence K.  
McMahon, James P.  
Montana, David K.  
Pence, Herbert  
Poore, Frederick N.  
Skulski, Christopher J.  
Steffan, Constantine  
Whiteman, Jeremy

# Financial Report

## Notes to Financial Statements

### Note 1 - Nature of the Organization

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

The Society operates a museum store as an auxiliary operation.

### Note 2 - Summary of Significant Accounting Policies

The financial statements of the Society have been prepared in accordance with the principles of fund accounting. Income is recognized when earned and expenses are recognized when the obligation is incurred.

**Method of Accounting** - The accompanying financial statements have been prepared on the accrual basis of accounting in accordance with accounting principles generally accepted in the United States of America.

**Financial Statement Presentation** - Financial statement presentation follows the recommendation of the Financial Accounting Standards Board in its Statement of Financial Accounting Standards (SFAS), *Financial Statements of Not-for-Profit Organizations*. Under the standard, the Society is required to report information regarding its financial position and activities according to three classes of net assets: unrestricted net assets, temporarily restricted net assets, and permanently restricted net assets. A description of the three net asset categories follows.

**Unrestricted net assets** - Net assets that are not subject to donor-imposed restrictions. This category also includes net fixed assets and net assets which have been designated by the Board of Trustees.

**Temporarily restricted net assets** - Net assets subject to donor 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 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.

**Use of Estimates** - The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and the

disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of income and expenses during the reporting period. Actual results could differ from those estimates.

**Revenue Recognition** - The Society recognizes all contributed support 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 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 statement 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 is recognized to the extent expenditures are made which can be charged against the grant.

Merchandise sales from the Museum store and admissions to the Museum are recorded at the time of the sale.

**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 and cash equivalents consist of savings accounts and money market accounts, and are carried at cost, which approximates fair market value.

**Investments** - Investments in marketable securities with readily determinable fair values and all investments in debt securities are reported at their fair values on the statement of financial position. Gains and losses are included in the change in net assets.

**Inventories** - The Society operates a museum store with electric railway memorabilia held for sale. Inventory consists of museum store goods and merchandise and is stated at the lower of average cost or market, on a first-in, first-out basis.

**Pledges** - The Society may have certain non-binding pledges for its capital and operating funds from members and friends. These conditional pledges are not recorded until the related cash payments or asset transfers are received by the Society. Unconditional pledges are recorded when the Society receives legally binding notification of the contribution. No allowance for uncollectible pledges is considered necessary for the years ended December 31, 2007 and 2006.

**Property and Equipment** - Property and equipment, both purchased and donated, are recorded at cost and fair value at date of receipt, respectively, and depreciated on the straight-line method over their estimated useful lives ranging from five to forty years.

**Collections** - The Society does not capitalize its collections. 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 for collections.

**Income Taxes** - The Society is exempt from Federal and State income taxes under the provisions of the Internal Revenue Code as an entity described in Section 501(c)(3). In addition, the Society qualifies for the charitable contribution deduction under Section 170(b)(A) and has been classified as an organization other than a private foundation under Section 509(a)(2).

**Concentration of Credit Risk** - The Society maintains its cash equivalents in local financial institutions which provide Federal Deposit Insurance Corporation (FDIC) coverage up to \$100,000 and in investment accounts which provide Securities Investor Protection Corporation (SIPC) protection up to \$500,000. Unsecured cash equivalents as of December 31, 2007 are \$318,007.

**Advertising Costs** - The Society uses advertising to promote its programs among the audiences it serves. Advertising costs are expensed as incurred. Advertising expense for the years ended December 31, 2007 and 2006 was \$28,688 and \$28,960, respectively.

**Functional Expenses** - The costs of providing various programs and other activities have been summarized on a functional basis in the statement of activities and the schedule of functional expenses. Accordingly, certain costs have been allocated among the programs and supporting services benefitted.

### Note 3 - Investments

Marketable securities at December 31, 2007 and 2006 are stated at market value and are composed of the following:

	Amortized Cost	Market Value	Unrealized Gains (Losses)
<b>2007</b>			
Mutual Funds	\$ 464,255	\$ 555,632	\$ 91,377
Common stock	-	-	-
Total	\$ 464,255	\$ 555,632	\$ 91,377
<b>2006</b>			
Mutual Funds	\$ 443,032	\$ 528,681	\$ 85,649
Common stock	1,775	1,669	(106)
Total	\$ 444,807	\$ 530,350	\$ 85,543

### Note 4 - Pledges Receivable

The Society records unconditional promises to give as receivables and revenue when received. The Society distinguishes between contributions received for each net asset category in accordance with donor-imposed restrictions. Pledges are recorded after being discounted to the anticipated net present value. A pledge was received in 2007 for the five year lease of a facility.

Pledges are expected to be realized in the following periods:

<b>Pledges Receivable</b>	2007
In one year or less	\$ 30,000
Between one year and five years	105,000
	135,000
Less:	
Discount at .15%	(555)
Pledges receivable - temporarily restricted	\$ 134,445

## Statement of Financial Position

For the years ended December 31	2007 (Audited)	2006 (Compiled)
<b>Assets:</b>		
Cash and cash equivalents:		
Unrestricted	\$ 168,255	\$ 63,168
Restricted	807,239	687,570
Investments:		
Unrestricted	25,430	55,778
Restricted	530,202	474,572
Other receivable:		
Unrestricted	1,329	6,127
Restricted	17,957	1,228
Prepaid expenses:		
Unrestricted	22,660	3,182
Restricted	90	90
Inventories	83,791	87,805
Pledges receivable - Restricted	134,445	-
Property and equipment net	1,304,488	1,353,776
<b>Total assets</b>	<b>\$ 3,095,886</b>	<b>\$ 2,733,296</b>
<b>Liabilities and Net Assets</b>		
<b>Liabilities:</b>		
Accounts payable	\$ 16,781	\$ 5,743
Accrued payroll and taxes	5,324	411
Current portion of long-term debt	6,709	7,523
Deferred revenue	13,780	15,850
Other accrued liabilities	19,893	1,359
Long-term debt	63,811	70,520
Total liabilities	126,298	101,406
<b>Net assets:</b>		
Unrestricted:		
Board designated	51,335	7,783
Undesignated	194,352	185,111
Designated - property and equipment	1,233,968	1,275,733
Temporarily restricted	1,129,065	880,473
Permanently restricted	360,868	282,790
Total net assets	2,969,588	2,631,890
<b>Total liabilities and net assets</b>	<b>\$ 3,095,886</b>	<b>\$ 2,733,296</b>

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

### Note 5 - Property and Equipment

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

<b>Property and Equipment</b>	2007	2006
Construction in progress	\$ 9,325	\$ 8,623
Land improvements	407,281	395,176
Buildings and improvements	1,456,664	1,451,564
Track and wire	328,173	328,173
Machinery and equipment	289,299	289,299
	\$ 2,490,742	\$ 2,472,835
Accumulated depreciation	(1,186,254)	(1,119,059)
Property and equipment, net	\$ 4,692,185	\$ 4,656,371

## Statement of Activities and Changes in Net Assets

	12/31/2007 (Audited)				12/31/2006 (Compiled)			
	Unrestricted	Tempor- arily Restricted	Perman- ently Restricted	Total	Unrestricted	Tempor- arily Restricted	Perman- ently Restricted	Total
<b>Revenue:</b>								
Earned revenue:								
Admissions	\$ 105,783	\$ -	\$ -	\$ 105,783	\$ 96,815	\$ -	\$ -	\$ 96,815
Annual membership dues	29,230	-	-	29,230	27,585	-	-	27,585
Life memberships	4,275	-	-	4,275	2,650	-	-	2,650
Revenue from								
auxiliary operation	<u>117,202</u>	<u>21,612</u>	<u>-</u>	<u>138,814</u>	<u>103,334</u>	<u>34,620</u>	<u>-</u>	<u>137,954</u>
Total earned revenue	256,490	21,612	-	278,102	230,384	34,620	-	265,004
Contributed support:								
Grants	-	52,047	-	52,047	-	12,000	-	12,000
Contributions & bequests	91,687	130,862	70,103	292,652	135,591	83,948	14,957	234,496
Contributions-in-kind	<u>11,507</u>	<u>158,908</u>	<u>-</u>	<u>170,415</u>	<u>24,006</u>	<u>16,853</u>	<u>-</u>	<u>40,859</u>
Total contributed support	103,194	341,817	70,103	515,114	159,597	112,801	14,957	287,355
Other revenue:								
Interest and								
dividend income	5,950	27,037	9,059	42,046	3,290	27,764	7,397	38,451
Realized and unrealized								
gains (losses)								
on investments	3,216	11,962	11,188	26,366	4,487	16,634	22,652	43,773
Miscellaneous income	<u>13,425</u>	<u>10,605</u>	<u>-</u>	<u>24,030</u>	<u>8,991</u>	<u>2,512</u>	<u>-</u>	<u>11,503</u>
Total other revenue	\$ 22,591	\$ 49,604	\$ 20,247	\$ 92,442	\$ 16,768	\$ 46,910	\$ 30,049	\$ 93,727
Net assets released								
from restrictions:	<u>176,713</u>	<u>(164,441)</u>	<u>(12,272)</u>	<u>-</u>	<u>133,023</u>	<u>(133,123)</u>	<u>100</u>	<u>-</u>
Total support and revenue	558,988	248,592	78,078	885,658	539,772	61,208	45,106	646,086
<b>Expenses:</b>								
Program services								
Curatorial and exhibits	<u>266,093</u>	<u>-</u>	<u>-</u>	<u>266,093</u>	<u>196,356</u>	<u>-</u>	<u>-</u>	<u>196,356</u>
Supporting services								
Membership	15,513	-	-	15,513	22,480	-	-	22,480
General & administrative	163,136	-	-	163,136	177,484	-	-	177,484
Fundraising	1,135	-	-	1,135	2,829	-	-	2,829
Auxiliary operation	<u>102,083</u>	<u>-</u>	<u>-</u>	<u>102,083</u>	<u>88,437</u>	<u>-</u>	<u>-</u>	<u>88,437</u>
Total support services	281,867	-	-	281,867	291,230	-	-	291,230
Total expenses	\$ 547,960	\$ -	\$ -	\$ 547,960	\$ 487,586	\$ -	\$ -	\$ 487,586
<b>Change in net assets</b>	11,028	248,592	78,078	337,698	52,186	61,208	45,106	158,500
<b>Net assets,</b>								
<b>beginning of year</b>	<u>1,468,627</u>	<u>880,473</u>	<u>282,790</u>	<u>2,631,890</u>	<u>1,416,441</u>	<u>819,265</u>	<u>237,684</u>	<u>2,473,390</u>
<b>Net assets,</b>								
<b>end of year</b>	<u>1,479,655</u>	<u>1,129,065</u>	<u>360,868</u>	<u>2,969,588</u>	<u>1,468,627</u>	<u>880,473</u>	<u>282,790</u>	<u>2,631,890</u>

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

## Statement of Functional Expenses

Year Ended December 31, 2007	2007 (Audited)					
	Curatorial & Exhibits	Membership	General & Administrative	Fund Raising	Auxiliary Operation	Total Expenses
Salaries and related expenses	\$ 70,021	\$ -	\$ 30,892	\$ -	\$ 14,962	\$ 115,875
Professional fees	1,759	373	15,688	-	200	18,020
Utilities	18,752	3,093	13,458	-	1,150	36,453
Conservation and maintenance	36,902	874	7,319	-	-	45,095
Taxes and fees	55	-	3,410	-	-	3,465
Insurance	-	-	19,807	-	-	19,807
Rent and equipment rental	20,359	-	-	-	-	20,359
Administration	13,659	9,360	51,610	1,135	11,715	87,479
Interest	4	-	4,896	-	-	4,900
Miscellaneous	65,304	904	427	-	-	66,635
Cost of goods sold	-	-	-	-	62,676	62,676
<b>Total expenses before depreciation</b>	<u>226,815</u>	<u>14,604</u>	<u>147,507</u>	<u>1,135</u>	<u>90,703</u>	<u>480,764</u>
Depreciation	39,278	909	15,629	-	11,380	67,196
<b>Total expenses</b>	<u>\$ 266,093</u>	<u>\$ 15,513</u>	<u>\$ 163,136</u>	<u>\$ 1,135</u>	<u>\$ 102,083</u>	<u>\$ 547,960</u>

Year Ended December 31, 2006	2006 (Compiled)					
	Curatorial & Exhibits	Membership	General & Administrative	Fund Raising	Auxiliary Operation	Total Expenses
Salaries and related expenses	\$ 48,068	\$ -	\$ 38,552	\$ -	\$ 13,064	\$ 99,684
Professional fees	-	374	4,490	-	150	5,014
Utilities	18,137	2,164	14,654	-	517	35,472
Conservation and maintenance	67,634	-	11,661	-	-	79,295
Taxes and fees	-	-	2,481	-	-	2,481
Insurance	-	-	20,819	-	-	20,819
Rent and equipment rental	2,587	-	2,622	-	423	5,632
Administration	13,144	13,390	59,152	2,829	2,107	90,622
Interest	-	-	7,927	-	-	7,927
Miscellaneous	7,262	5,860	-	-	-	13,122
Cost of goods sold	-	-	-	-	59,909	59,909
<b>Total expenses before depreciation</b>	<u>156,832</u>	<u>21,788</u>	<u>162,358</u>	<u>2,829</u>	<u>76,170</u>	<u>419,977</u>
Depreciation	39,524	692	15,126	-	12,267	67,609
<b>Total expenses</b>	<u>\$ 196,356</u>	<u>\$ 22,480</u>	<u>\$ 177,484</u>	<u>\$ 2,829</u>	<u>\$ 88,437</u>	<u>\$ 487,586</u>

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

### Note 6 - Long-Term Debt

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

Long-term Debt	2007	2006
Note payable to bank, interest at 0.25% above Wall Street Journal Prime Rate (total rate currently at 6.50%), payable in monthly installments through 2009, with a final payment in October 2009 of \$50,747.	\$ 70,520	\$ 76,718
Installment note payable for lawn tractor, interest at 5.44%, payable in monthly installments through May 2007.	-	1,325
	70,520	78,043
Less: current portion	6,709	7,523
<b>Total long-term debt</b>	<u>\$ 63,811</u>	<u>\$ 70,520</u>

The note payable to bank is payable on demand; however, the bank has agreed to accept monthly payments as described above. Assuming such scheduled payments, aggregate maturities of long-term debt for the five years subsequent to December 31, 2007 are as follows:

	Total
2008	\$ 6,709
2009	63,811
	<u>\$ 70,520</u>

In 2009, the above note payable was renewed for an additional five years at a fixed rate of 5.75% with monthly payments of principal and interest at \$830, with a first security interest on all business assets.

## Statement of Cash Flows

For the years ending December 31	2007 (Audited)	2006 (Compiled)
<b>Cash flows from operating activities:</b>		
Change in net assets	\$ 337,698	\$ 158,500
Adjustments to reconcile change in net assets to net cash provided by (used in) operating activities:		
Depreciation	67,196	67,609
Net realized and unrealized (gain) loss on investments	(26,366)	(43,773)
Donations of investments	24,616	5,314
Changes in operating assets and liabilities:		
Other receivables	(11,931)	(3,869)
Pledges receivable	(134,445)	9,500
Inventories	4,014	7,384
Prepaid expenses	(19,478)	2,484
Accounts payable	11,038	(3,825)
Accrued payroll and taxes	4,913	-
Other accrued liabilities	18,533	(2,436)
Deferred revenue	(2,070)	3,440
<b>Net cash provided by (used in) operating activities</b>	<b>273,718</b>	<b>200,328</b>
<b>Cash flows from investing activities:</b>		
Proceeds from sales of investments	26,742	10,516
Purchases of investments	(50,274)	(32,252)
Cash paid for purchase of property and equipment	(17,907)	(11,913)
<b>Net cash provided by (used by) investing activities</b>	<b>(41,439)</b>	<b>(33,649)</b>
<b>Cash flows from financing activities:</b>		
Principal payments on long-term debt	(7,523)	(9,678)
<b>Net cash provided by (used in) financing activities</b>	<b>(7,523)</b>	<b>(9,678)</b>
<b>Net increase (decrease) in cash</b>	<b>224,756</b>	<b>157,001</b>
<b>Cash at beginning of year</b>	<b>750,738</b>	<b>593,737</b>
<b>Cash at end of year</b>	<b>\$ 975,494</b>	<b>\$ 750,738</b>
<b>Supplemental cash flow disclosures:</b>		
Income taxes paid (refunded)	-	-
Interest expense paid	\$ 4,900	\$ 7,927

### Schedule of non cash investing and financing activities:

There were no noncash investing and financing activities for the years ended December 31, 2007 and 2006.

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

### Note 7 - Restrictions and Limitations of Net Asset Balances

Permanently restricted asset balances represent funds that must be maintained in perpetuity as endowment. The income earned on these funds may be used for the general operations of the Society.

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

Temporarily Restricted Net Assets	2007	2006
Program activities:		
Restoration of vehicle collection	\$ 602,978	\$ 550,853
Museum development	294,970	246,142
Miscellaneous	231,117	83,478
<b>Total temporarily restricted net assets</b>	<b>\$ 1,129,065</b>	<b>\$ 880,473</b>

At December 31, 2007 and 2006, certain unrestricted net assets had been designated by the Board of Trustees for the following purposes:

Board Designated Net Assets	2007	2006
Restoration of vehicle collection	\$ 4,383	\$ 4,383
Endowment	23,065	3,400
Miscellaneous	23,887	-
<b>Total board designated net assets</b>	<b>\$ 51,335</b>	<b>\$ 7,783</b>

### Note 8 - Grants

During 2006, the Society received a state and federal grant for the restoration of an Atlantic Shore Line Railway locomotive that operated in the State of Maine, with a maximum limit of \$132,464 to be received. The grant is under a cost reimbursement contract whereby the expenses incurred under the grant require advance approval by the State of Maine, Department of Transportation. The grant was not expended during 2006.

During 2007, \$52,047 of the grant was expended, and recognized as income. Of this amount, \$46,746 has been reimbursed and \$5,301 is receivable. Total grant funds remaining as of December 31, 2007 were \$80,471.

### Note 9 - Contributions In-kind and Contributed Services

The Society recognizes various types of in-kind support, including donations of materials, supplies, office expenses, and other items. Generally accepted accounting principles requires recognition of professional services received if those services (a) create or enhance long-lived assets or (b) require specialized skills, are provided by individuals possessing those skills, and would typically need to be purchased if not provided by donation. Most of the services received by the Society do not meet those criteria, and no amounts were recognized for the years ended December 31, 2007 or 2006. However, management estimates the fair value of those services to be \$313,705 for 2007 and \$338,200 for 2006, with a total of 22,408 volunteer hours for 2007 and 24,157 volunteer hours for 2006.

Directors and officers have made a significant contribution of their time to the Society and its programs. No amounts have been recognized in the accompanying statement of activities and changes in net assets because the criteria for recognition of such efforts under generally accepted accounting principles have not been satisfied.

The amounts reflected in the accompanying financial statements as contributions in-kind are offset by like amounts included in expenses.

### Note 10 - Commitments and Contingencies

The Society maintains operating space in Lowell, Massachusetts as a small museum store and office space under an operating lease agreement for purposes of operating the National Street-

car Museum and displays. The agreement does not include a rental payment but does call for the Society to be responsible for all utilities, and is for a term of five years, ending June 30, 2012. The estimated present value of the rent under this lease agreement as of December 31, 2007 is \$134,445 and is included in pledges receivable. Rent expense for the year ended December 31, 2007 was \$15,000.

Rent expense will be recognized annually as follows:

	Total
2008	\$ 30,000
2009	30,000
2010	30,000
2011	30,000
2012	15,000
	\$ 135,000

**Note 11 - Subsequent Events**

In February 2008, the Society entered into a 60-month operating lease agreement for a copier. Rental payments are \$95 per month plus tax. In addition, a twelve-month lease agreement was entered into during 2009, with monthly payments of \$35. Total minimum annual rentals are as follows:

	Total
2008	\$ 1,406
2009	1,613
2010	1,193
2011	1,193
2012	1,193
Thereafter	137
	\$ 6,735

In 2009, the Society obtained a \$30,000 line of credit with a six-month draw period repayable over five years. The interest rate is fixed at 5.75%, and interest only payments are due over the first six-months, then monthly principal and interest payments are due based on a seven year amortization. A final balloon payment will be due at the end of the five year term. This loan is cross-collateralized with the renewed loan described in Note 6.

## **Independent Auditor's Report**

**To the Board of Trustees  
New England Electric Railway Historical Society  
Kennebunkport, ME**

We have audited the accompanying statements of financial position of New England Electric Railway Historical Society as of December 31, 2007, and the related statements of activities and changes in net assets, and cash flows for the year then ended. These financial statements are the responsibility of the Society's management. Our responsibility is to express an opinion on these financial statements based on our audit.

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

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of New England Electric Railway Historical Society as of December 31, 2007 and the changes in its net assets and its cash flows for the year then ended in conformity with accounting principles generally accepted in the United States of America.

The 2006 financial statements were compiled by us. We did not audit or review those financial statements and, accordingly, express no opinion or other form of assurance on them.

*Cummings, Laney & McNamee P.A.*

**February 28, 2010**

**Certified Public Accountants  
Kennebunk, Maine**

## Trustee Recognition Awards

Each Spring—at one of its regular meetings—your Board of Trustees carefully reviews a 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 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 the Annual Meeting (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 May 26, 2007, the Trustee Recognition Awards were presented to the following uncommon individuals:

### Frederick J. Maloney

Fred has been one of the key architects of Seashore's National Collection of American Streetcars and has sponsored restoration of some of the most significant cars in that collection. Working with others, Fred sought out and helped acquire many of the cars of national significance from major cities of the streetcar era. One of Seashore's most generous benefactors, Fred sponsored the restoration of Brooklyn 4547, Pittsburgh 1440, Montreal 957, New Orleans 966, and Cleveland 1227, while contributing his own labor and funding to many others.

In his almost 50 years of volunteer activity, Fred has served as Trustee, has helped edit the Annual Report, has been a consistent and vocal advocate for the collection, and has given to many aspects of the Museum's development.

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.

### Robert Reich

Bob's dedication, hard work, loyalty, and generosity makes Bob a model volunteer. Regularly working 2 days a week in the Shop during the off-season, and 1 day in the Shop and 1 in Operations in-season gives Bob the unique view of seeing the fruits of his labor in passenger service. In the Shop, Bob has sanded & painted the windows on 434D, recovered the seats on 631 & 1267, worked on 4175 in the middle of winter with only a small space heater to stay warm. It has also been said that Bob is so punctual that you could set your watch by his comings and goings. In Operations, Bob has risen from Operator/Conductor to spare Dispatcher to be the regular Wednesday Dispatcher

These are but a representative few of the many different ways that Bob has worked to the benefit the Museum.

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.

### Cecilia B. Clapp



**Above:** Eliot Kaplan reads Cecilia Clapp's award as Jim Schantz looks on. EK

Cecilia has been a part of the Museum for so many years that people think she was there at the founding. From working in the shop, to selling tickets from the ticket booth before there was a Visitor's Center, to operating the trolleys, to helping with financial work, to being the Corporate Secretary sending out the Trustees' meeting notices and taking and keeping the minutes of the meetings, Cecilia has done it all.

These are but a representative few of the many different ways that Cecilia has worked to benefit the Museum.

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.

### John W. Coyle III



**Above:** Eliot Kaplan and Jim Schantz present the award to Jack Coyle. EK

For many years, Jack could be seen riding or guiding lawn mowers around the grounds keeping the museum's public appearance neat. An expert in the intricacies of Seashore's storage yards and car characteristics, Jack has played a major role in the Yardmaster department. His knowledge and experience in overhead wire construction has often also found him on top of a line car or line truck ensuring the wire is functional and safe.

Last Winter, Jack took a very active role in the Society's last Annual Fund Campaign, tirelessly calling our membership soliciting donations long after others had stopped.

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.



**Above:** A typical Boston scene of an earlier era finds Type 5 5883, a sister of Seashore's 5821, laying over on the center track in Arlington Center before returning to Harvard Square. It is October, 1952, just three years before streetcar service ended. RA

**Below:** About six years later, streetcars were still plentiful on Pennsylvania Avenue in Washington, D.C. The cars shown here, of the same type as the Museum's 1304, drew power from an underground conduit, as overhead trolley wires were prohibited in central Washington. Similar systems were used in New York, London, and Paris. Washington streetcars ran until 1962. RA

