



**New England Electric
Railway Historical Society**

Seashore Trolley Museum

2009 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: Atlantic Shore Line locomotive 100 carries a full load of guests and donors on one of its inaugural trips out the main line. Completion of the locomotive's restoration plus the accompanying educational and exhibit programs was noteworthy in 2009. PM

Lower: Wheeling (WV) Curved-side car 639 was also completed and dedicated in 2009. This restoration project, underwritten by member donors, stretched over an incredible period of 35 years, and is one of the most thorough rebuildings of a preserved streetcar ever undertaken. The car is now the only operational example of the classic "rubber stamp" model produced by the Cincinnati Car Company as a light weight, inexpensive to operate car purchased by dozens of predominately Midwest properties. JS

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2009 Annual Report

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Letter to Members

70th Anniversary

The year 2009 represented the 70th anniversary of the founding of the Seashore Trolley Museum, and, as the pioneering museum, the anniversary of the entire volunteer rail preservation movement. Fittingly, in 2009 the museum marked the completion of two of the more significant restoration projects in the seven decade history of the museum.

Wheeling 639 Dedicated

Wheeling, WV “Curved-side” streetcar No. 639 was dedicated on August 22, after a restoration process that spanned half of the museum’s history—35 years. The car received one of the most thorough restorations ever given a streetcar anywhere, necessitated by the fact that the car arrived in 1957 as a severely corroded shell, devoid of all electrical and mechanical components.

Curved-side cars like this were built by the hundreds by the Cincinnati Car Company and operated in more than 40 different cities, principally in the Midwest. No. 639 is now the only preserved and fully operational car of the so-called “rubber stamp” curved-side design, making it an important member of the museum’s *National Collection of American Streetcars*.

The restoration was almost completely underwritten by museum members, with the work performed by volunteers and our shop crew. The total cost was well in excess of \$200,000, though the exact

Below: Lifelong members Donald Stephenson and his father Lester pose next to Wheeling 639 at Talbott Park on the car’s initial journey out the line during the dedication. Lester was given the honor of serving as motorman on the first run as he had driven the rig bringing the car to Seashore in 1957. BC



Left: Project Sponsor Jim Schantz unveils the plaque **(right)** dedicating the restoration of Wheeling 639 to the late Ben Minnich and Fred Perry who contributed heavily to its acquisition and rebuilding. Representing Ben is Lester Stephenson, Jr., brought the car to Maine with Ben. Fred’s sons Eric and Chris are at the right, both of whom followed the car’s restoration as they grew up. JH, JS

amount is difficult to compute given inflation over the three decade duration of the project.

Atlantic Shore Line 100 Completed

The other major restoration was one of much shorter duration and much broader sources of financial support. The restoration of Atlantic Shore Line locomotive 100 was completed in under four years and included a major interpretive and educational program as part of the project.

Most significantly, this was the first project at Seashore to benefit from Federal Transportation Enhancement funds which for some years have been included in the multi-year Federal highway and trans-

portation bills and awarded to the states on a block-grant basis. Critical support to the project was given by our friends and neighbors in the community including elected representatives.

After several rounds of application to Augusta for funding, Seashore succeeded, and was awarded funding in excess of \$132,000 from the Transportation Enhancement pool. The museum then raised an additional \$50,000 from other community sources and museum members. Our restoration staff worked almost continuously on the car for the four years it was in the shop, resulting in the project’s completion on time and within budget.

The project’s success was marked with a ceremony attended by representatives from Augusta, from the local community, and from the museum on September 25. Plans are advancing rapidly for subsequent projects to solicit funds from this program both to restore other significant collection vehicles from the State of Maine and for facilities that will protect the collection and host educational and interpretation activities.

See the full report on ASL 100 by Project Manager Phil Morse on page 6.

Strategic Planning

Another initiative coincident with the 70th anniversary was the beginning of a strategic planning program by the board. Past efforts at a facilitated planning process have faltered due to the difficulty of engaging an outside facilitator with adequate understanding of the workings of a volunteer-founded rail museum.



Above: Repairs to Highwood Barn consisted of heavy steel beams set in concrete to reinforce the bases of deteriorated original wooden poles. JS

However, as a result of our participation in the Association of Railroad Museums and its strategic planning process, we found a very knowledgeable professional in the person of Don Evans, who is not only a planning professional but is also the CEO of the very rapidly developing West Coast Railway Association located north of Vancouver, British Columbia. Under Don's guidance Seashore's board and interested active members spent a two day session identifying 10 very ambitious vision elements describing where the Society should be in the year 2020.

These were followed by eight statements of strategy and direction needed to move toward the vision elements over the next few years. Each of these was then broken down into specific tasks to be accomplished over the next several years, with volunteer names attached to each. The board committed to reviewing progress on the plan regularly including two reviews per year with Don. Staying on schedule will be very demanding, as essentially all of the volunteers who agreed to tasks are already very busy with other museum activities. However, all involved agreed on the importance of following through with the plan to assure Seashore's future success.

By year end progress was already visible in areas as diverse as physical improvements to the museum's main entrance in Kennebunkport, conducting a comprehensive survey of Society members,

undertaking cooperative ventures with other groups, and upgrading Internet capabilities and infrastructure.

Highwood Repairs

An important though unglamorous infrastructure project undertaken in 2009 was the funding and completion of repairs to the framing of our principal exhibit building, Highwood Barn. As part of the first major structural work since the building's construction in 1965, the deteriorated bases of 50 wooden vertical frame members were replaced with dual heavy steel columns set in concrete.

Subsequently, visitor walkways both inside and outside of the building were repaved. Our thanks to project manager and President Dann Chamberlin for guiding the job and to John LaFlamme who successfully sought and obtained contributions from the community to pay for the work.

Vehicle Collections

This year was a particularly active year for the Society's vehicle collections with a number of important additions and several dispositions.

From the standpoint of Seashore's *National Collection of American Streetcars* the most important acquisition was the arrival of Cleveland center entrance trailer 2365. The thrust of the National Collection has been to acquire representatives of all of the cities in the United States which were top tier cities in the traction era—the first half of the 20th century.

Completely restored Cleveland center entrance motor car 1227 is a key component of that collection, but to represent the city's operation properly needs a matching trailer. One such trailer unexpectedly became available this year and was acquired.

The source was the dissolution of the Lake Shore Electric museum of Cleveland. This collection, formerly at the Gerald E. Brookins Museum of Electric Railways outside of Cleveland, was relocated after the founder passed away and his heirs asked for the collection to be removed from the property. The hope had been that a waterfront trolley operation, similar to those in several other cities, could be established in Cleveland, but despite years of diligent work, that effort was unsuccessful. Consequently, the collection was auctioned. Seashore bid on and won two cars, plus a large selection of spare parts.

Center entrance trailer 2365 of 1918 was the more significant of the two, as it is an almost completely restored mate to Seashore's recently-completed center entrance motor car 1227. This replaces the deteriorated and incomplete sister trailer 2318 obtained some years ago and which was slated for a prolonged, costly restoration similar to that of 1227. Number 2318 has since been donated by Seashore to the Northern Ohio Railway Museum to be ultimately restored to match their center entrance motor car.

The result of the acquisition of 2365 is



Above: Cleveland Center Entrance trailer No. 2365 about to leave Cleveland for Kennebunkport. In excellent condition, the car will make a very impressive train when coupled with motor car 1227. WP



Above: Atlantic Shore Line locomotive 100 exits the shop for the first time since completion of its body restoration on August 10. Next steps would be testing of mechanical and electrical systems. JS

that Seashore will soon have an operable motor-trailer streetcar train, a type of operation used extensively on Cleveland's heavy streetcar system and in many cities including Boston. Despite the widespread use of trailer trains, there are very few preserved American motor-trailer sets and none is in operable condition.

Also acquired from Lake Shore was Cleveland "Rapid" car 113 built by the St. Louis car company in 1957 to equip Cleveland's initial rapid transit line, the first new start rapid transit system built after World War II. The Cleveland sub-collection becomes the third in the museum's overall collection—after Boston and Philadelphia—to include all modes of electric traction (streetcar, trackless trolley, interurban, and rapid transit).

Member donations also covered acquisition of both of these cars from Cleveland.

The museum's first representative of the light rail revolution in the United States arrived in 2009 in the form of Boeing-Vertol Standard Light Rail Vehicle 3424 from Boston. This design, though technically troubled, was the first American implementation of the modern articulated designs developed in Europe in the 1960s. These cars, entering service in 1977, were the first new streetcars purchased by the MBTA in a quarter century.

Sister cars also ran in San Francisco after the Federal Urban Mass Transit Administration envisioned the SLRV as a standard design to be used by all existing and new

light rail systems in the U.S. However, the model was so problematic that all subsequent orders went to foreign car builders, typically for proven European designs. After substantial rebuilding, the Boeing cars in Boston became sufficiently reliable to remain in service until 2007. No. 3424 was among the very last LRVs in service.

In 2009 the museum also acquired a pair of the third generation of cars to run on Boston's Blue Line, to complement the 1924 and 1951 precursors already in the collection. The cars that came this year are No. 4 Blue Line cars 0622 and 0623 built by Canada's Hawker Siddeley in 1978–1980.



Above: Boston Boeing Light Rail Vehicle 3424 leaves Riverside shops in Newton, MA, enroute to Kennebunkport. Seashore's first articulated car is aboard Silk Road Transport's specialized extra-long rig. JS

Also two work cars from the Blue Line came, motor flat 0579 and box motor 0575. They will replace deteriorated flat cars 0576 and 0554 which will be dismantled for parts.

Rounding out the vehicle acquisitions in 2009 were a pair of trackless trolleys. From furthest afield came Edmonton Transit GMC/BBC No. 125 of 1982. This Edmonton fleet was unique in that it comprised the only trackless trolleys to be built using the familiar GMC "New Look" body design, with electrical equipment coming from Switzerland. The fleet was retired when the Edmonton system decided to replace its electric buses with conventional diesels. No. 125 and many spare parts were donated by the Edmonton Transit System.

Also arriving was Boston Flyer Trackless Trolley No. 4006. This was deemed to be the best remaining vehicle in the recently retired fleet. It will ultimately replace one of the other coaches of the same type acquired a year or two earlier.

Another Canadian acquisition was a rare 60-foot articulated diesel bus, No. 518203 from the Hamilton Street Railway. This is the first fully articulated bus to join the museum's collection.

Two vehicles were deaccessioned in the course of the year. The first was British Columbia Electric interurban No. 1304. This car was unusual in that Seashore had owned it for more than half a century but the car never came to Maine. When the car was retired in 1954 Seashore requested the donation of the car,

which was deemed to be very significant due to the fact that shortly after it was built in 1913 it hosted British royalty in the person of the Duke of Connaught and then decades later in 1945 it was completely reconstructed after a fire.

In the early 1950s Seashore's resources were spread very thin as streetcar and interurban lines were being abandoned at a great rate, leading to many now-or-never acquisitions. All efforts to find a way to move 1304 from Vancouver to Maine failed and finally the car was placed in the custody of a sister museum in Oregon, though Seashore retained title.

Some years ago we were approached by a new museum group in British Columbia who wanted to again operate interurban cars over a former stretch of the BC Electric and who were very interested in acquiring 1304. After negotiations that stretched over a decade, in which some of the corporate entities involved changed, it was finally agreed by all to repatriate the car.

Seashore and the Oregon Electric Railway Historical Society, which had hosted and protected the car for decades, agreed to split the \$250,000 sale price and the car returned to Canada in April, 2009. Seashore did not take the deaccessioning of a car with such historical significance lightly, but concluded that it was still impractical to bring the car to Maine. This agreement turned out to be the best for all parties. Seashore's board subsequently voted to place the proceeds, net



Above: Decorated for the holidays, Twin Cities Gate Car 1267 participates in the Christmas Prelude event with sun and snow cover. PM



Above: The museum's New Orleans 966 has been operating in Lowell since 2003, interworking seamlessly with the Lowell National Historical Park's replica trolleys. Here it poses in Kerouac Park, named for writer Jack Kerouac, a Lowell native. The vegetation is reminiscent of the car's home city. RS

of expenses, into a board restricted fund for car barn construction.

Also deaccessioned in 2009 was London double deck bus RTL 1628. The bus is in an advanced state of deterioration. The long term goal of having a London double deck bus to complement the four British double deck trams remains, but efforts will be focused on obtaining one in better condition.

Restoration Program

In addition to the two signature restoration completions mentioned above, numerous other conservation projects made progress in 2009. Particularly noteworthy is the continued progress on Connecticut closed car 1160, which should be unveiled in 2010, as well as Eastern Massachusetts Street Railway lightweight car 7005, Rochester Peter Witt 1213, Philadelphia Nearside 6618, and Washington PCC 1304. More detail is found in the Restoration Report starting on page 16.

Another shop project undertaken during the year is worth noting, and this was a project done on a contract basis for another party. Many members are aware of the historic streetcar fleet operating in San Francisco on the F-Market line. The most treasured car in that fleet is Municipal Railway No. 1—the first car purchased by the city-owned “Muni” street railway after it was established in 1912.

As the car's 100th birthday approaches,

the Muni contracted with Brookville Equipment of Pennsylvania for a complete renewal of that car, at a total cost of \$1.8 million, in preparation for its second century of existence. The specifications called for full replacement of the car's wood-framed, rattan covered seat cushions and backs. Brookville turned to Seashore for that specialized task due to our many years of experience in the field and members of our shop crew successfully fabricated the seats from scratch. The funds earned from the project helped balance the Society's unrestricted fund for the year.

At the same time these seats were being built, similar seats from Aroostook Valley interurban 70 were also being rebuilt by our crew, leading to some efficiency of scale that benefited both projects.

Library Committee

Progress for the Society's book, photographs, and artifact collections continued under the auspices of the very active Library Committee. The group focused on regularly scheduled working groups, assisted again by our friends at the York County Community College in Wells, who provided expertise, working space, and volunteers.

To keep members apprised of committee activities a monthly electronic newsletter, *The Main Line*, was launched under the editorship of Librarian Ed Ramsdell. Progress also continued on selection of a

fundraising firm to help with determining the feasibility of a capital campaign for construction of the already-designed new library. See page 13 for a full report of library activities.

National Streetcar Museum at Lowell

The Society's branch operation in Massachusetts, the National Streetcar Museum at Lowell, continued to focus on planning for an expanded museum presence as the plans for an extended heritage streetcar system develop. Under the guidance of the Advisory Board empaneled in 2008, the determination was made to pursue new methods of interpretation for the historical presence on the expanded streetcar system.

Our experience parallels that of a number of other museums in Lowell, namely that it is increasingly difficult to attract visitors into traditional, indoor exhibits. The Parker Foundation, which helped fund our indoor exhibit in the Mack Building, has become reluctant to fund new indoor museums given the poor record of attendance growth in museums they have funded previously.

The Advisory Board, guided by the experience of Chairman Frank Keefe who is President of the planned Boston Museum, advocated using innovative electronic techniques to enhance interpretation on museum streetcars and around the streetcar routes. The Boston Museum plans call for extensive use of new technology and

the board felt that the best way to educate visitors about the history of transit and its impact on urban evolution would be to use a similar approach of finding innovative ways of combining interpretation with streetcar rides. A key rationale is that our experience in Lowell demonstrates that we can attract many more people to streetcar rides than we can to visits to the indoor exhibit.

By year end grant applications to fund study of such approaches were being prepared. Meanwhile, the plans for the expanded streetcar system—on which museum cars would provide supplemental service to regular passenger runs—continued to advance with the award of a contract to prepare a detailed study of a phase one expansion of the system, including routings, costs, and benefits was awarded to the transportation consulting firm TranSystems, and key Seashore people continue to play an active volunteer role in this project.

Other Activities

An unusual venue for a Seashore outreach activity is the Portland Jetport, but that is in fact where museum volunteers took two buses to the Portland Air Show on June 23. Despite the fact that the Seashore presence represented a very different form of transportation than the show's main theme, visitors were quite interested to see and board the buses, and many left with brochures and plans to visit the museum. Plans are underway to participate in the event in future years.

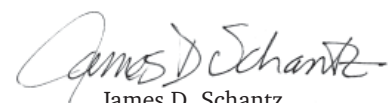
A welcome program sponsored by the state government is the formal recognition of volunteers who have contributed more than 500 hours each to a Maine nonprofit. Such volunteers are recognized at a reception hosted by the Governor in Augusta. This year Seashore members Phil Berkowitz, Whitney Coffin, Ed Dooks, Eliot Kaplan, John Middleton, Jack Naugler, Bob Reich, Jeffrey Sisson, Roger Tobin, and Judy Kline were so recognized.

Our thanks to the tremendous support from these volunteers and our thanks also to the state government for recognizing them. In fact many more Seashore volunteers would have been eligible for this recognition if they would only fill out regular volunteer time sheets. The Society is very fortunate to have so many dedicated members contributing to its efforts. On page 28 there is a listing of all members who reported donating 50 or more hours.

Conclusion

The generosity of Seashore members and friends extends not just to their contributed labor, but also to their financial contributions. Year after year the continued support of the membership allows the museum to continue and to develop. In 2009 the value of cash and material donations exceeded \$313,000, of which over \$232,000 was in cash. More than 500 individuals and organizations contributed. The board extends its deep thanks to all who have given so generously. Please turn to page 26 for a listing of donors.

Support by volunteer members will be crucial to implementation of the Society's strategic plan which, as described above, was launched this year. The same spirit of sustained generosity in labor and financial contributions will be one of the most important factors in execution of the plan. Given the 70 years of stalwart support that has brought the Society from a single car to today's large and varied operation, the foundation for future success is in place.



James D. Schantz
Chairman,
Board of Trustees



Above: Members of the National Streetcar Museum at Lowell Advisory Board visited Seashore on September 4. From left: Seashore trustees Ed Ramsdell, Dan Cohen, Jim Schantz, and Linda King, Advisory board members Ed Barry, Chris Briggs, Frank Keefe (Chair), Mike Dukakis, Seashore member Phil Morse, and Grants Management Associates founder Newell Flather pose with Lehigh Valley 1030. TS

ASL 100 – The Beginning of the Second Hundred Years

Philip W. Morse, Project Manager

The 2007 and 2008 Annual Reports included the first two accounts (in a series of three) on the progress of the restoration, accompanying education programs, and exhibits relating to the 1906 wooden electric locomotive, ASL No. 100, from Maine's Atlantic Shore Line Railway (ASL).

During the fall of 2009, the restoration and exhibit portions of the project came to very successful conclusions. The year ended with the education component of the project being well positioned for achieving great notoriety within education circles throughout Maine in the coming years.

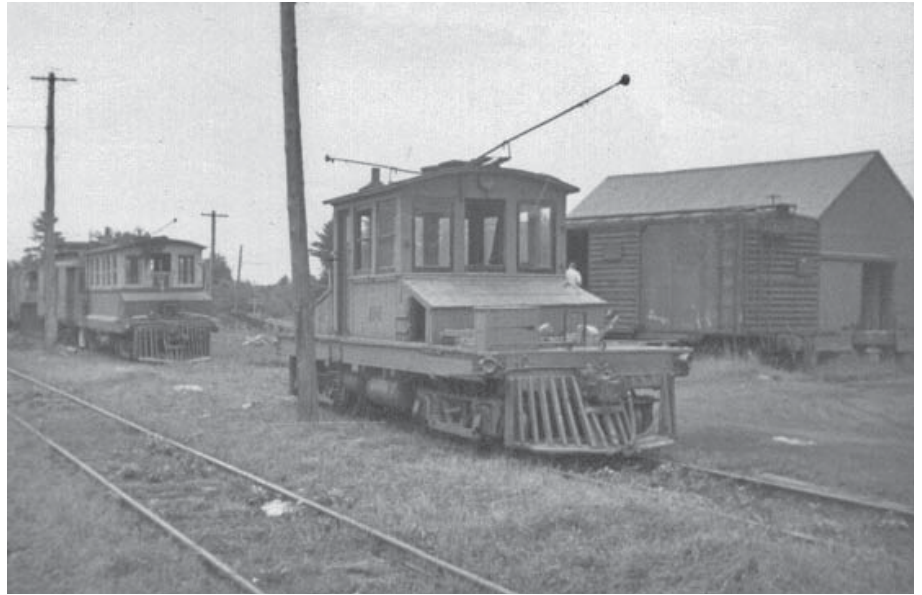
A Recap

The project was funded in large part with \$132,464 made available through the Maine Department of Transportation via the Federal Transportation Enhancements Act of the 21st Century (TEA-21). Matching 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.

When we first started brainstorming ideas for a TEA-21 application, we felt if we were able to include additional components of exhibits and education in the application, there would be opportunities to achieve more for the museum than just a successful restoration of an historic locomotive.

The education component included creating curriculum for elementary students and teachers. The exhibit component included collaborative exhibits at other area historical societies and museums. These two components combined with the locomotive restoration and a three-year time frame for completion, made for a very dynamic and ambitious project for Seashore.

As we considered including the educational and collaborative aspects of the project, we concluded that we should



Above: Atlantic Shore Line 100 as it appeared in its final years in Sanford in the late 1940s. It then operated as part of York Utilities, the surviving remnant of the once great Atlantic Shore system. SL

budget for professional assistance in researching, preparing, creating, and implementing the exhibit and education portions of the project.

Our initial thoughts on the exhibit component of the project included a primary exhibit in Seashore's Visitors Center main exhibit room with possibly satellite exhibits at the Kennebunkport Historical Society and at the Brick Store Museum in Kennebunk. Seashore's exhibit would tell the bigger story of the impact electric railway transportation had on everyday people living during the early twentieth century with the other two organizations telling the local story of the Atlantic Shore Line's social and economic impact on the area.

We were pleased to invite the Brick Store Museum and the Kennebunkport Historical Society to join us in the collaborative aspect of the exhibit program. Both organizations were very supportive as we submitted our first TEA-21 application in 2000 and their respective boards continued their backing of the project throughout the ensuing years.

We also felt that the breadth and depth of the education component would be greatly enhanced as we engaged a museum/education professional to research materials for the exhibit and education components.

From the time 100 left Fairview Carhouse on September 17, 2005, en route to the Town House Restoration Shop, we have captured video of nearly all aspects of the

restoration process and posted them on YouTube.com and have had them available for viewing through the ASL 100 project news page on the museum's website. There are 288 video clips running in total nearly fourteen hours. The URL to the project news page is <http://www.trolley-museum.org/exhibits/ASL100.php>

Shop Foreman Donald Curry has reported all steps and phases of the restoration through his written reports. These reports and accompanying photos are also available at the project news page. Starting with the summer 2007 issue of *Railway Museum Quarterly* (magazine of the Association of Railway Museums), these writ-



Above: Restoration project manager Donald Curry with 100 as final wood components are being assembled inside the all-weather "box." PM

ten reports were published through 2009.

The restoration process of ASL 100 has also been well documented through the *Dispatch*. With the completion of the restoration, the museum now has another important piece of railway history suitable for public exhibition and occasional operation. Two equally important segments of this project are the exhibit and education components. They both will provide consistent opportunities for the public to learn about past railway history and how it relates to contemporary issues.

In the fall of 2007, I met with Brick Store Museum Executive Director Tracy Baetz to discuss plans for our collaboration on this project. One suggestion she made was to hire an intern to conduct research and create an inventory of railway-related materials held by other organizations. That inventory would become an important resource as plans for exhibits and education programs were formed.

To that end, in early spring of 2008, I solicited resumes from college graduate students and museum professionals who had an interest in conducting research and in creating an inventory of electric railway related ephemera, photos, artifacts, etc. that are held by Maine organizations. Taking those steps produced discussions with museum trustee, Steve MacIsaac. Who in turn led me to contact his wife, Kim MacIsaac, Director, 5th Maine Regiment Museum on Peaks Island, Maine.

Through Kim's referral, Patricia Erikson contacted me to discuss the research project. Patricia had returned to her home state of Maine and was a Visiting Assistant Professor in the Department of American and New England Studies at the University of Southern Maine in Portland. Patricia had been in Washington State, where she had been Curator and Head of Education for Washington State History Museum in Tacoma, WA. Patricia was well qualified for the task and we contracted with her to conduct the research and produce the inventory of her findings.

Patricia conducted her research and on August 1, 2008, presented her 43-page report titled: *Atlantic Shore Line No. 100 Project, Preliminary Report of a Collections Survey*.

She describes the purpose of the report as, "The intent of this collections survey



was to help identify relevant primary historical materials associated with the Atlantic Shore Line Railway that are curated widely throughout the collections of Maine's historical societies and museums. The intent was to identify primary materials that would potentially complement those already identified by or curated by Seashore Trolley Museum and to compile this list into a 'collections bibliography' specific to the project. Subsequent phases of this project will target the most unique of these primary materials, according to the needs and priorities of the restoration, exhibition, and educational programs."

Education

The education component of the TEA-21 budget was created to fund the development and implementation of education programming that the museum could enhance and sustain over many years. Again, the plan was to use a part of the TEA-21 funds to contract a museum



Above left: Students at the Midred L. Day School in Arundel work on a board describing ASL 100 and its historical significance. PM

Above right: Students study online components of the ASL 100 curriculum material. PM

Below: Panels created for the Visitors Center exhibit room tell how the Atlantic Shore played a major role in development of industry and the residential communities in York County. PM



Below: Boards are mounted in the exhibit room under headlines identifying the section's theme. PM





Above: The story told by the exhibit transitions from local Atlantic Shore Line history to the overall evolution of urban and interurban transit, including the development of the bus as a major mover. PM

professional with experience in education curriculum development who could then create and implement the new programs. Here, too, Patricia had relevant experience. She had curated the WashintonHistoryOnline.org curriculum project and taught related teacher institutes; curated a living history gallery-based curriculum; and oversaw management of programs for more than 20,000 school children annually.

Patricia submitted a proposal to us that was accepted and approved by MDOT to research, develop, create, and implement both the exhibit at the museum and the initial education components detailed in the TEA-21 budget.

In short order, Patricia, on behalf of the museum, had developed important relationships with the Maine Department of Education (MDOE) and the Boston Museum of Science's (BMoS) *Engineering Is Elementary* (EiE) Program of the National Center for Technological Literacy.

The dialogue with MDOE lead Patricia to begin conceiving classroom lesson plans that integrate state and federal standards-based curriculum into activities and materials for use in elementary school classrooms. The focus of these lesson plans was in the content areas of social studies, science and technology.

The next steps are to make the lessons available on-line, through Seashore's web site, and to introduce those lessons

to educators through a series of teacher workshops. Once these lesson plans are created and the teachers' workshops are made available through Seashore's website, Seashore will start being used as a primary resource for educators.

Funding to continue the development of the great work started in the area of classroom education will be needed on an annual basis. Education programming is not a one-time proposition. Education programming is constantly evolving and requires regular attention to keep the content being offered by the museum fresh and relevant to both students and educators.

In late May 2009, Patricia arranged for Seashore to host its first teacher professional development workshop. In collaboration with the Boston Museum of Science, Seashore hosted the workshop titled, *An Alarming Idea: Designing Alarm Circuits*, which addresses the need for designing curricular materials that integrate science and social studies and assist teachers in meeting the best national practices in instructional design.

In August, we were gratified to learn that the education initiative would be the recipient of funding from two organizations. Saco & Biddeford Savings Institution (\$1,150) and National Railway Historical Society (\$2,250) both awarded Seashore funds specifically to support its education programming. These funds combined with donations from generous

museum members, would support the expanded education programming first developed with TEA-21 funds.

Satellite Exhibits

As mentioned above, the exhibit components of the TEA-21 project included creating a primary exhibit in Seashore's Visitors Center, with smaller satellite exhibits at Brick Store Museum and Kennebunkport Historical Society.

Following a formal meeting with the directors of the two local history societies and a subsequent series of communications, it was decided that the satellite exhibit portion of the project would be best served by having the Kennebunkport Historical Society create an online exhibit and by having the Brick Store Museum create a traditional on-site exhibit.

With Patricia orchestrating the development of the online exhibit, Kennebunkport Historical Society had more than 20 trolley-related images uploaded to, and hosted by, Maine Memory Network.

The exhibit at Brick Store Museum—*Pennies to Ride—The Kennebunks' Turn-Of-The-Century Trolleys* was unveiled on January 12, 2010. This exhibition explored the progression of the area's trolley system from 1899 until the 1930s. Visitors will be introduced, through a series of historical vignettes, to students who took the trolley to school, a tourist on a trolley excursion, a conductor who saw the trolley's evolution over his 46 years of service, and even a romance on the rails.



Above: A closeup of lettering just applied to ASL 100. Computer software is used to recreate and scale the lettering based on dimensions of the car and close study of period photos. PM

Major Exhibit

In November, Patricia, with graphic designer Kim Traina from Jumpstart Creative Design, examined the exhibit space in the Visitors Center. During that visit they assessed the current use of the space, lighting, layout, visitor flow patterns, and measured all dimensions.

They identified improved lighting as the single most important issue. The 40-foot by 40-foot space with cathedral ceiling was illuminated by six, 300-watt light bulb fixtures suspended from the ceiling. It was suggested to leave these fixtures in place, and to add approximately 90 feet of track lighting with 34 adjustable lighting heads. This lighting layout, with dimming features, would allow adjusting the lighting in each theme-area, providing the visitor with a greatly enhanced exhibit experience.

This track lighting expense was not part of the TEA-21 budget. So, the \$8,000 expense was funded by available funds from the Henry Bowen Brainerd Bequest, Charles Murray and Mary Elizabeth Cott Memorial Fund, and the Richard Perkins Memorial Fund. These restricted museum funds support exhibits and their maintenance. Additional financial support was solicited through appeals to members.

Since its construction, the space for the exhibit had been referred to as the orientation room—a space where visitors could become oriented to the museum's

mission, view exhibits, and become familiar with its campus offerings. After Patricia's assessment of the space, she suggested that orientation for a visitor takes place when the visitor enters the museum property and continues throughout their visit, everywhere on the museum campus. And so, she suggested that the space for the new major exhibit be called simply the exhibit room or perhaps the gallery.

Prior to the installation of the exhibit, a number of volunteers put in many hours over many days preparing and painting the space. There is a fresh color scheme and two existing display cabinets were refitted and made into one larger display unit.

The exhibit space was taking shape by mid-May. Lamb Electric in Biddeford had been awarded the contract to install the track lighting and by Annual Meeting weekend, painting was completed, the track lighting was operating, and a handful of exhibit panels were in place for members to see.

Exhibit panels and other display materials continued to be added to the exhibit space over the following weeks.

The major exhibit, titled *History in Motion: Public Transportation Connecting Maine Communities*, features nearly one hundred linear feet of 3-foot high foam-core and laminate panels that literally

encircle the room. The exhibit invites you to journey into the history of how trolleys changed the lives of people in Maine and to learn what past forms of transportation can teach us about possible future choices that we face today. The combination of appealing colors, intriguing images and thoughtful text applied to the panels prepared by Patricia, reviewed by a team of museum members, and graphically crafted by Kim Traina, present a very inviting product for all visitors to experience.

Ribbon Cutting Ceremony

Beautiful autumn weather welcomed more than 150 guests to the ribbon cutting ceremony on Friday afternoon, September 25 to celebrate the restoration of the wooden electric locomotive from the Atlantic Shore Line Railway and the opening of the companion exhibit, *History in Motion: Public Transportation Connecting Maine Communities*.

Guests attending the ceremony represented a diverse group of project supporters. Attendees included representatives from regional and national street railway and railroad organizations, local and state government, local businesses and financial institutions, local and regional historical organizations, school districts, a local college, and many museum volunteers.

Prior to the ribbon cutting, guests were able to view the beautifully restored locomotive as it was on display at the Visitors

Below: On September 25 more than 100 members and invited guests were on hand to witness the ribbon cutting marking completion of the restoration project and the official opening of the exhibit. PE



Below: Society chairman Jim Schantz welcomes guests and introduces featured speakers. PE

Center Loop. The 103 year old locomotive was not the only Maine vehicle on display in the loop area for guests to view however. The locomotive was joined by 1900 Biddeford & Saco Railroad open car No. 31, 1920 Portland Railroad Company Birney Car No. 615, 1912 Portland-Lewiston Interurban No. 14 (*The Narcissus*), 1912 Aroostook River Valley combine No. 70, 1893 Mousam River Railroad baggage trailer No. 8, 1904 Portsmouth-Dover & York St. Rwy. U. S. Mail/Express No. 108, 1936 Portland Coach Bus No. 4, 1947 Biddeford & Saco Bus Lines No. 31, and 1974 Greater Portland Transit bus No. 700. We wanted to present attending guests the opportunity to see a sampling of the diverse Maine collection and the varying degree of restoration work each of those on display needed.

Capturing some of the guests' reflections of the project were 5th graders from Ms. Lyman's class at the Mildred L. Day School in Arundel. As a class, they worked to brainstorm ideas for a service-learning project using the ceremony as the basis for their ideas for a finished product. Working in teams of two or three, the students used Flip Video camcorders and collected brief interviews (oral histories) from many of the guests. The students used classroom-time to develop questions and planning strategies for the interviews. Over the coming months, using their computer lab resources and some additional classroom time, they will create a finished product.



Above: For the official ribbon cutting all participants held small scissors except for Phil Morse and Leigh Webb who hold a special giant red pair to signal to all others when to make their cut.

PE

I have had an opportunity to review the interviews and they are great!

At about 2:15, chairman James Schantz, on behalf of the Society and the museum, welcomed all the guests assembled at the Visitors Center Loop area. Jim provided some background information on the museum, the scope of its collection, the establishment of an advisory council at STM's branch museum, The National Streetcar Museum at Lowell (MA), and the recently completed restoration of

Wheeling, WV curved-side 639. Jim also acknowledged the ASL 100 project volunteers and donors and singled out the leadership and the extraordinary efforts of Donald Curry and myself in completing the restoration and companion exhibit within its proposed budget and the allotted three-year time frame.

I then spent time expressing thanks to all the volunteers, shop staff, Maine Department of Transportation representatives, local businesses and community leaders, railway/railroad organizations, financial institutions, other museums and historical societies, and local officials who had helped support the project over the past ten years. I specifically acknowledged attendance by U. S. Senator Susan Collins' delegate, Bobby Reynolds. Mr. Reynolds brought a letter of congratulations from Senator Collins. I also acknowledged U. S. Congresswoman Chellie Pingree's support for the ASL project and her regrets in being unable to attend and that she would, through her delegate, Jackie Potter, arrange to visit the museum. I then acknowledged the attendance of Maine State Representative Joan Nass and regrets from State Representative Alan Casavant. I then introduced Maine State Senator Nancy Sullivan.

Senator Sullivan and her husband Paul have been strong supporters of the ASL 100 project, and of the museum in general, for many years. When Nancy was a State Representative, she wrote letters and solicited support in Augusta for the



Above: ASL 100 poses in the sunshine in front of the Visitors Center on the day of its dedication. JS

project. Nancy is an educator in the public school sector. So it was no surprise that her ceremony comments leaned heavily on the exciting education components that this project currently presents through the new exhibit, *History in Motion: Public Transportation Connecting Maine Communities*, and the new curricular initiative proposed for this school year.

Following Senator Sullivan's comments, I picked up on the education theme and acknowledged the Maine Department of Transportation for allowing the education and exhibit portions of the project to be packaged within the initial restoration proposal of the ASL project. I continued and acknowledged recent donations from the National Railway Historical Society

lic transportation and its contribution to modern society. Second, were the needs voiced by the Maine Department of Education that elementary teachers in grades three through five need more classroom materials and professional development opportunities that are based in science and technology. Patricia encouraged folks to support the new education initiative.

Following Patricia's comments, I then explained to the audience their options for activities that would follow the formal ribbon cutting. Guests would be able to peruse the new exhibit, partake in some light refreshments, or enjoy a ride on 1924 Wheeling, WV curved side No. 639, 1906 Manchester, NH interurban No. 38, 1907 Minneapolis gate car No. 1267, or 1914 Dallas, TX Stone and Webster car

Schantz, Chairman of the New England Electric Railway Historical Society Board of Trustees, Maine State Senator Nancy Sullivan, Mathew Lanigan, Vice Chairman of the Kennebunkport Board of Selectmen, Paul Pottle, Project Manager for the Maine Department of Transportation, Tom Dow, descendant of Sterling Dow, General Manager of the Atlantic Shore Line Railway, Don Curry, restoration shop foreman, Jim Mackell, restoration shop volunteer, and Dean Look, restoration shop volunteer. Leigh Webb and I held a "giant" pair of scissors (provided by the Kennebunk-Kennebunkport Chamber of Commerce) while all other participants used smaller scissors to cut the ribbon. Participants were invited to keep a portion of the ribbon as a keepsake.

For me, surely the most challenging aspect of planning this event was that ASL 100, being a locomotive, had very limited cab space within which passengers could ride, thus limiting the list of passengers to ride in the locomotive on its maiden public trip following the ribbon cutting. With so many deserving individuals who had volunteered their time working on the locomotive, or had donated money to the project, I agonized over having to narrow the long list to only fourteen individuals.

Shortly after embarking on the mainline trip, there was trouble in the controller on the No. 1 end. Donald quickly took a look and apparently one of the oldest types of segment fingers was bent. So, Dick Avy took the various keys and handles from that controller and went to the No. 2 end controller and operated the locomotive from there. So, yes, from the No. 2 controller end, we were going in reverse. That was another special moment for the riders to experience. Riders were amazed at how smooth the ride was in the locomotive. And we did move right along. Top speed is about 22 mph.

It really was marvelous and moving to think that a hundred years ago, during this time of year, Atlantic Shore Line workers would have been riding the same locomotive along the same beautiful stretch of railway! I then took time to reflect on all the people who had a hand in helping make this all come to fruition. That really was a special moment for me.

We arrived and then waited at Talbott Park for the streetcars that were following to pull up behind us. I stepped off the locomotive and stepped into 639. There I



Above: Guests at the dedication ceremony board ASL 100 for the inaugural trip out the line. During the car's operating life it in all likelihood ran over the same route, part of the ASL's run to Biddeford. ER

and the Saco & Biddeford Savings Institution for the new education initiative. Then I introduced Patricia Erikson.

Patricia is a museum professional who has been working on the ASL project for more than a year and a half. Patricia curated the new exhibit, conducted the research, made the contacts with the Maine Department of Education and the Museum of Science in Boston, and has done the preliminary development for the new education initiative. Patricia's ceremony comments outlined the basis for the new education initiative, *History in Motion: Discovering History and Science through Public Transportation*. Two major factors inspired the initiative. First was the museum's mission to present a history of the origin and development of pub-

No. 434. Each of the streetcars (in the order presented above) would follow ASL 100 on a mainline trip following the ribbon cutting. No. 434 was the car for guests to ride if they wished to be dropped off at one of two designated spots along the mainline to photograph or video the returning parade of cars.

For the formal ribbon cutting, ASL 100 was positioned at the end of the Visitors Center Loop with its No. 1 end facing east. A bright red ribbon was stretched across the tracks and into the brick platform area. I asked the following guests to join me in cutting the ribbon: Leigh Webb, representing the H. Albert Webb Memorial Railroad Preservation Award (made available through Massachusetts Bay Railroad Enthusiasts), James

had a brief conversation with Chris Perry. Chris is the son of Fred Perry. Fred was a longtime Seashore member who passed away shortly before we started work on 100. On a number of occasions, Fred had told me how much he was looking forward to working on the restoration of the locomotive. Over the three years that I worked on various aspects of the restoration, I would often think of Fred and how much he would have enjoyed the work. He would be very proud of the finished product. I asked Chris if he would like to ride the locomotive on the return trip down the mainline. I was very happy that he accepted my offer.

No. 100 and the other streetcars did make a few more mainline trips. And as the afternoon slipped away and guests started to depart, many took the time to compliment me on the great turnout and on the overall successes of the project. The locomotive looked spectacular. The new exhibit was a big hit too. By all accounts, the ceremony was a great success.

What's next?

In part it will be important for us as an organization to capitalize on the goodwill and the successes that this project has brought to us. Great new networking opportunities have been established. Those relationships need nurturing. We need to continue to offer businesses and other local organizations opportunities to collaborate with us on meaningful projects that benefit the greater community.

One such project is the museum's new education initiative.

In my ceremony comments I mentioned that the event was to celebrate the completion or the "end" of both the restoration and the exhibit components of the project. For many years to come, the restored locomotive would be another beautiful vehicle on public exhibition at the museum. It will be on display daily, and operated for the public, from time to time, during special events. The new exhibit will also be available daily for museum visitors to enjoy and learn from for many years to come. However, for me, perhaps the most exciting component of the project is the development or "beginning" of an education initiative for the museum. Based on the preliminary work already done by Patricia and the plans she has prepared to implement. The museum's future looks very bright as we look at education and the leading role the museum is positioned to play within

the elementary curriculum of grades three through five. I urge you to support the continued progress of the education initiative by making a donation to the education programming and help the museum sustain the momentum that is building for this exciting venture.

As I contemplated the content of this wrap-up article for the ASL 100 project, I listed the outcomes from the project and combined it with a list of areas that were continuing to develop as a result.

Here is the list of products and outcomes from the ASL 100 project as of the end of 2009:

- Complete, restored, and operating electric locomotive ASL 100

- New online exhibit hosted by Maine Memory Network: www.maine-memory.net then choose Themes; Trade and Transport; Era of Electric Railways
- New online image presence for Kennebunkport Historical Society hosted by Maine Memory Network
- More than \$180,000 in donations/income for the project
- More than 3,500 volunteer hours reported (estimate another 3,000 hours of unreported volunteer labor)
- Visitors Center exhibit room repainted and the addition of track lighting with dimmer adjustments
- New collaborations with museum and exhibit professionals
- New or enhanced collaborations



Above: Another classic Maine car, Portland-Lewiston Interurban car *The Narcissus*, will be the focus of the next grant application for Transportation Enhancement funds. Having this car restored with an accompanying educational program, would be a major addition to the state's preserved heritage. PM

- Curatorial records of complete restoration in a variety of formats (written, digital stills, digital video)
- New exhibit at Seashore – *History in Motion—Public Transportation Connecting Maine Communities*
- New traveling display exhibit with panels
- New education initiative – *History in Motion—Discovering History and Science through Public Transportation*
- New collections survey report of relevant primary historical materials associated with the ASLRy
- New exhibit at Brick Store Museum – *Pennies To Ride—The Kennebunks' Turn-Of-The-Century Trolleys*

with various organizations including:

1. Maine Department of Transportation
 2. Brick Store Museum
 3. Kennebunkport Historical Society
 4. Sanford Historical Committee
 5. Maine Department of Education
 6. Boston Museum of Science
 7. Maine Historical Society/Maine Memory Network
 8. York County Community College
 9. Mildred L. Day School
- Association of Railway Museums' *Railway Museum Quarterly* series of articles
 - YouTube-hosted ASL 100 project



Above: Inlaid woodwork and classic lines are prominent features of *The Narcissus*' interior. PM

video clips (288 clips running a total of 13.8 hours)

- YouTube-hosted, student-conducted and edited, oral history interview clips from project ceremony
- New or enhanced associations with materials/services providers
- New or enhanced connections with local and state governments

2010 Enhancement Funds Application Planning Starts

Later in the fall, after the excitement of the ribbon cutting ceremony subsided, plans for a 2010 Enhancement application began to be developed. Our strategy since our initial Enhancement (TEA) application in 2000 was for ASL 100 to be our first restoration applicant followed by Portland Lewiston Interurban No. 14, *The Narcissus* as our restoration applicant in our next Enhancement application. With this in mind, a physical assessment, documented by a large number of digital photos, was made of *The Narcissus* while it was on display during the ASL 100 ceremony. Additionally, a budget for materials, labor, contracted work, and other related expenses associated with a complete restoration is being developed for the application.

Enhancement applications may also include costs associated with creating improved museum facilities. So, our planning will include a campus site evaluation for potential sites to place a new building to exhibit vehicles and possibly include an education center. The thought is that Maine Enhancement funds might help finance a building that would become home to the museum's Maine collection of streetcars and buses. This possibility is one that we look forward to investigating in more detail.

Library Report

Edward L. Ramsdell, Librarian

The year 2009 was one of great activity and excitement for the Library Committee and everyone with an interest in the library. While 2008 had been a year of organization for the committee and a scramble to protect those parts of the collection in imminent danger, 2009 saw progress on a number of fronts. The organized committee and volunteers were able to begin regular scheduled activities aimed at both preservation and planning for the new library building.

During January, in addition to the regular monthly committee meetings and individual efforts, the committee instituted a series of scheduled working groups at the library to bring volunteers together at one time. These proved both successful and popular. As cold weather set in making extended activity in the library building difficult the working group activity transferred to the York County Community College (YCCC) site to concentrate on scanning and inventory of the library's materials at that location.

Volunteer Mike Frost began a major effort inventorying and packing books in the collection for subsequent storage in the library container. This activity not only moved the holdings to safe storage but the detailed inventory he created was then entered into a computer to form the basis of a search capability for the NEERHS holdings that had previously been lacking. By the end of 2009 Mike had inventoried over 1,000 volumes.

February saw growing interest in the library and the increasing amount of work to be done resulting in the trustees, at the request of the Library Committee, voting to expand the voting membership of the committee from 9 to 11.

In March the first issue of the library's new monthly electronic bulletin, *The Main Line*, was published. The intent of this bulletin is to provide the library committee's members and friends of the library with information on a more timely and organized basis than had previously been the case. By year-end, in addition to direct distribution, the bulletin was also available on the museum website, the Community College's website, and a Facebook site set up by the library.

Also in March the library's collaboration with York County Community College was noticed by the press as a result of a press release by the college detailing the partnership between YCCC and the NEERHS library to work on digitizing and preserving the postcard and photo collections of the Society. This press release resulted in articles in a number of regional newspapers including the *Kennebunk Post* and the *York County Coast Star*. Subsequent press coverage has occurred throughout the year.

As a result of the working group activities, The Maine Memory Network initiative continued with the scanning of photos and uploading of selected entries.

Late spring saw updated architectural plans for the new building and these



Above: Library Committee activities in 2009 included erecting shelving then storing library material in temporary but secure storage until the capital campaign for the new library is successful. ER

were reviewed and discussed at some length. Particular attention was given to such detail as the mix of fixed and rolling stacks—which affects foundation slab thickness—for maximum efficiency and ease of use. Also discussed were the special requirements for storage of the great amount of archival materials that comprise the majority of the collection (large technical drawings, photos, sound recordings, motion picture film, and CDs/DVDs to name a few).

It did become evident during the year that the valiant attempts to maintain the old building until the construction of the new library were not going to be successful. This caused accelerated efforts for an orderly removal of materials from the old buildings and the planning for additional temporary safe storage.

In May Committee member and YCCC Library Director Amber Tatnall prepared and submitted an application for a Maine Historical Records Collection Grant sponsored by the National Historical Publications and Records Commission. The application sought a grant to assist in the re-mounting and cataloging of approximately 600 photographs from the NEERHS's O.R. Cummings collection of Maine street railways. We received notification in July that a grant of approximately \$1,000 was awarded to the NEERHS Library based upon Amber's application. The grant will fund the purchase of archival supplies as well as a small stipend for a preservation intern. The work will be carried out as part of the library's activities at YCCC.

Donations of materials continued to come to the library throughout the year. In August members of the Library Committee met in Manchester, NH to move a fairly large quantity of material to Kennebunkport that was being held for Seashore by O. R. Cummings, the Society's historian emeritus and noted street railway author. This consisted of materials from the collections of the late Kenneth F. DeCelle, the late E. W. Maier, and the late Charles A. Brown, a Seashore founder.

In September an agreement was executed with Publius Research to supply support to the library in strengthening general grant application development and to provide review of interior design and work flow of the new library. Dr. James S. Henderson, Director for 20 years of the Maine State Archives, formed Publius Research in 1985 as a part-time venture.

A contract for professional services related to siting and permitting of the new Seashore Trolley Museum library building has been signed with SMRT of Portland. The work will be undertaken in phases. These will include the siting of a new library building using a footprint provided by the NEERHS, design and permitting support of the associated access, parking, and utilities infrastructure.

In the fall the *Kennebunk Post* carried an article concerning the work of the library and our collaboration with York County Community College entitled "Mining Mementos for Historical Understanding" that was published on November 27, 2009. The article was based on an interview with Amber Tatnall at YCCC. The reporter was particularly focused on drawing a somewhat interesting comparison between the roles of postcards a hundred years ago and modern communications today.

As part of the strategic plan initiated in 2009 the NEERHS is developing a capital fundraising program to support the new library's construction and operation. As 2009 drew to a close a preliminary discussion had been held with one firm to explore the possibility of professional support. Meetings were being scheduled with several other professional capital fundraising organizations seeking similar information.

In summary, a great year! Increased interest, visibility, expanded and coordinated activity working towards safeguarding and preserving the collection, refined plans for the new building and the addition of professional support for implementation of those plans.

Marketing Report

John L. Middleton, Jr.
Vice President of Business Administration

There were three major components to this year's marketing efforts:

TV Advertisement

A one minute spot advertisement was shown on three Time-Warner cable channels—Family Channel, Weather Channel and Animal Planet—twice a day from July 1 through September 30. These ads can be seen throughout York County and in the western half of Cumberland County. This is the same ad that was run in 2005. This year we also engaged Time-Warner to run a video showing museum activities randomly with other attractions' videos eight times per day seven days per week for six weeks during the summer on channel 19, a special channel called *Your Guide to the Seacoast* seen throughout York, Ogunquit, and Wells. As well, the Time-Warner video could be called up through their *Find it on Demand* digital interactive channel 1278. These latter two offerings were added this year to expand our exposure on television.

Print Media Advertisements

Full color, quarter page ads were placed in *Maine Invites You*, the magazine that is published and distributed by the Maine Tourism Association. This magazine is circulated at Maine State Information Centers and at tourism/travel shows across the nation and is given to individuals inquiring about things to do in

Below: Three classic cars from the era of wooden street railway cars in the early 1900s: Portsmouth, Dover & York 108, Ottawa snow sweeper B-2, and Manchester-Nashua Interurban 38. JS



Maine. The same ad was placed in *Visit the Kennebunks* which is used by the Kennebunk-Kennebunkport Chamber of Commerce to promote this area to tourists and others for pleasure and for business. Smaller black and white ads are placed in local newspapers to accompany articles about the Museum. Business card size, two color ads were placed in three different roadmap-style free tourist maps of the local area.

Brochure Distribution

More than 17,500 brochures were delivered to *Here's Where, Inc's* racks at 315 establishments in southern Maine and in the New Hampshire seacoast region. *Here's Where* racks were serviced from May 17 through September 6. In the fall period (September 16 thru October 11) 162 racks were serviced in southern Maine. Approximately 15,000 were taken from the racks. This was fewer outlets than in previous years and resulted in fewer brochures taken.

Judy Kline hand delivered 975 brochures to 12 local businesses plus another 420 brochures to each of five local Chambers of Commerce. Judy also did reciprocal mailings of 3,400 brochures to 62 railway museum around the country.

In addition to the above the Museum had staffed displays at four train-related shows where 2,800 brochures were passed out.

Although visitation had been declining over the previous three years admissions in 2009 were nearly the same as in 2008 (17,682 compared to 17,780). This was in spite of the recession. The Marketing Department keeps a guest register on a counter in the Museum Store where visitors are asked for their home zip code, how they learned about the Museum and any comment that they cared to make. "Word of mouth" is given as the reason for the visit 27.5% of the time. "Previous visits" is the next most frequent response at 11.3%, followed by "Advertisements" at 10.5%. It is interesting to note that 60 visitors who signed the Register came from 14 foreign countries.

Right upper: A coating of early winter snow on the roof of the Visitors Center added the right seasonal feel for the Christmas Prelude event. Dallas car 434 awaits passengers at the platform.

Right lower: A steady line of Christmas Prelude passengers board Minneapolis-St. Paul "Gate Car" 1267. The museum joins other area businesses in promoting the Prelude event. PM

Christmas Prelude 2009—A Holiday Treat

Phil Morse

The two weekends of Kennebunkport's 28th Annual Christmas Prelude brought many repeat visitors as well as first-timers to ride the rails at Seashore. The slightly more than 1,300 guests in attendance over the six days were bundled up for the cold weather. Mixed in with the chill in the air was enough snow to make the mainline trip one which riders of all ages thoroughly enjoyed. The candy cane that each rider received from volunteers upon departing the trolley was an extra treat that was appreciated and acknowledged by riders with a "Merry Christmas!" or a "Happy Holidays!"

The museum offered trolley rides on

the two Friday afternoons of Christmas Prelude for the first time since rejoining the Kennebunkport event in 2003. The first Friday afternoon had more than 80 in attendance and the second Friday had more than 40 visitors. As might be expected in these challenging economic times, visitors purchased fewer gifts in the Museum Store than they may have in the past, but we are very grateful for the number of visitors who made the museum one of their stops during their visit to Kennebunkport. Combined revenues for the two weekends for ticket and store sales exceeded \$8,700.

Thanks to all the volunteers who operated streetcars, served hot drinks, handed out candy canes, decorated, and cleaned up after it was all over.



Conservation Report

Donald Curry, Manager of Restoration Shop and
Randy LeClair, Museum Workshop Technician

Highlights and issues of the year

- Completion of restoration of ASL 100 and Wheeling 639
- Continuation of restoration of Denver 1, Connecticut 1160, Rochester 1213, Washington 1304, and Eastern Mass. 4175 and 7005
- Resumption of restoration of Aroostook Valley 70 and Rochester 1213
- Subcontractor for San Francisco Municipal Railway No. 1's seats
- Progress on the ADA lavatory
- Evolution of "Motor Madness" program of traction motor monitoring, maintenance, and rebuilding
- Reviving of "old technology" such as babbitting and hot riveting.
- Exploration of "new technology" such as applying tungsten burn tips to copper controller segments for longer life
- Installation of 24 inch Delta planer and a complete woodshop dust collection system

The year 2009 saw the completion of our restoration of **Atlantic Shore Line locomotive 100** (1906). We started the year by reuniting the cab with the deck. We placed the now-rebuilt resistor grids inside one of the hoods and wired them into the car. Once in place, all major electrical circuits were connected and tested, including the fully-rebuilt K-35 controllers, switches, and light sockets. The now-overhauled General Electric CP30 air compressor went "on deck" next



Above: Atlantic Shore Line locomotive 100 nears completion as final colors are applied. JS



Above: Posing in front of a nearly-complete New Haven, Connecticut 1160 are key members of its restoration team: Shop Manager Donald Curry, Project Sponsor Roger Somers, Restoration Technician Randy LeClair, and volunteer machinist Dean Look. The car was built in 1906 by John Stephenson. RS

in the other hood and the crew piped it into the air system. After a series of tests, several leaks were found and corrected. Additional work to the cab included refurbishing windows and doors. The cab was finished by installing newly-fabricated moldings and several coats of "Nut Brown," "Ochre," and "Tile Red" paint.

Finishing a restoration involves chasing many details. In the case of 100, this included fabricating new sand hoppers and covers, installing new canvas on the hoods, and installing an accurate stove system (including a pot-bellied model and replica smoke-jack). Also important was the lettering spelling out "Atlantic Shore Line Railway." (with the period included at the end, accurate for the restoration's time frame). The "Laconia Car Company" logo that adorns the right-hand section of the sill required a vinyl decal to replicate. Dedicated volunteers

applied two coats of linseed oil to the exterior decking, which surprisingly was never painted. The portable Golden Glow headlight received an overhaul and now works very well.

A trip to our maintenance pit allowed us to prepare the car for its dedication and entry into service. Brake systems received final adjustments, including to hangers and shoes. Gear cases were bolted into place and motor leads attached. After all systems tested well, the locomotive was checked for other clearance issues. It was found that several air pipes had to be re-routed and the slack adjusters proved to be too low so these were raised. We released the car to service September 25th for the formal celebration honoring the history of the car, and numerous trips were made on the main line for the benefit of the project's greatly-appreciated supporters.



Above: Master woodworker Jim Mackell fastens newly formed roof ribs to Denver Birney No. 1. The car is receiving extensive steel structural repairs in addition to the roof and interior refurbishing. DC



A transformation happened inside the car as well. A crew member stripped the original headlining in place, and then painted, striped, and decaled the surface. This includes the delicate *fleur-de-lis* patterns in the corners. Standee rods and leather strapping, fare register hardware, seat backs and bottoms, and appropriate car cards were all installed inside the car. Several more coats of varnish went on late in the season, giving the car a finished look. The punch list is growing shorter, and we hope to have the car in operation during the 2010 season.

DC Transit 1304 (1941) received considerable attention as well. Seatbacks have been sandblasted, replacement seat frames cut and welded to shape, and the assembled seats have been painted. Window sash rubber seals have been fabricated by a specialty shop in California, and all sash has been reglazed. Window crank mechanisms have been installed and tested. Trim work has been painted and installed, and stainless window guards installed. Electrical work included installing the instrument cluster and gang switch, as well as making the interior lights operable.

Bay State Street Railway 4175 (1914) progressed significantly in 2009. Round leather signal belting was procured and installed, attached to newly-installed conductor's bells. Fare registers were overhauled and installed. Handrail castings were polished and installed. Guard bar assemblies went onto the bulkhead doors. Wiring the car progressed

Wheeling Traction Company Curvedside Lightweight No. 639

(1924) rolled out of the shop on August 22nd for its dedication, bringing to a successful conclusion one of the most in-depth restorations ever undertaken at Seashore. Work done in 2009 included installing motors 3 and 4, testing of all systems, and adding many finishing touches. Lettering for the rollsigns was created using digital tools; destination information was researched and templates were made for the rollsigns, which have been inked but not installed. Controllers received fine-tuning, and all electrical systems now work correctly.

Significant progress was made both inside and out of **Connecticut Company's 1160** (1906). Components from all four motors went to AC Electric for full vacuum/pressure impregnation of epoxy insulation. This is the first car in our fleet to have all four motors treated in this manner and this technological leap will be followed closely. All four motors have been reassembled in-house, placed in the newly-rebuilt trucks, and installed under the car. Shop forces then hooked up the air brakes and portions of the hand brake system. After testing, project sponsor Roger Somers ran the car out of the barn under its own power—a 21-year “first.”

Restoration on **Denver and South Platte Birney Safety Car 1** (1919) began in earnest in January, with a full slate of objectives, including repiping the air system and relocating the resistor grids back to the original location under the car. A thorough examination of the car's condition revealed a two inch twist end-to-end, caused by a number of factors. The truck was set “square” again as it had developed a lean over the years. Underframe members were straightened and reinforced, and considerable work done to the No. 1 end. More work here will be needed. The roof was stripped completely and all wood removed. New tongue-and-groove sheathing was fabricated, and the main roof area resheathed. The new ceiling has been sanded, wetted, resanded, and primed. Work will continue on the car into 2010 including considerable rebuilding of the steel frame.



Above: The massive restoration of Eastern Massachusetts Street Railway lightweight car 7005 was launched in 2009 focusing initially on rebuilding the extensively corroded steel structure.

JS



Above: The very careful and thorough restoration of Bay State Street Railway 4175 continued in 2009 as many finishing details including fare registers, hand straps, and many brass fittings were installed. DC

as well, with line switch, air compressor, and lighting circuits complete. The interior of the body is now complete, with installation of trolley cabinetry, inner bulkhead sash, and associated new bronze latches. Exterior vestibule sash has been installed, and the outer bulkheads painted and striped.

Restoration of **Eastern Mass Street Railway 7005** (1927) started in ear-



Above: Shop steelworking specialist Paul Te-tault uses a level to position a replacement T-post on Rochester Peter Witt 1213. DC

nest in 2009. The car was cleaned out and stripped, underbody equipment removed, new bolsters fabricated and riveted together, and the variable-load brake system removed and overhauled. Stripping of the interior included removal of all upper-body equipment, including the floor, controllers, wiring, piping, wainscoting, and doors. Reassembly has started, with the new bolsters in place.

San Francisco Municipal Railway 1 (1912) is undergoing restoration by Brookville Equipment Company; as part of the restoration, we have been awarded a subcontract to build new seats. Shop forces started the process, which included checking specifications and ordering rattan. To get a better rate on rolls of rattan, we combined orders with a number of ARM-member museums; we were worried we would not hit the minimum order level and instead ended up with a combined order for 70 rolls! Seat frame components started being manufactured in our shop en masse, and a similarly-constructed set was begun for **Aroostook Valley Combine 70** (1912) to maximize efficiency of mass production.

Montreal Tramways Observation car 2 (1906) had an out-of-round wheel-set turned by the expert forces at the Montreal Maine & Atlantic Railway and reinstalled.

Manchester & Nashua Street Rail-



Above: Restoration technician Chris Skulski installs headlining panels in Connecticut 1160. DC

way 38 (1906) had its journal bearings re-babbitted, eliminating a lot of squeals because of misalignment of wheels.

Cedar Rapids and Iowa City 118 (1930) had a blown resistor grid overhauled and the car has been placed back in operation.

Dallas Railway and Terminal Company 434 (1914) had one of its motors reinstalled after an overhaul by AC Electric. The non-functional air-operated bell mechanism at one end has been replaced by a spare and the car returned to service.

Progress continued on **Cincinnati and Lake Erie Railroad 648** (1930), with rivet removal and portions of the frame exposed for rust removal. Steel flooring sheets have been installed in the front of the car.

Painting continued on **Connecticut Company open car 838** (1905). Bench seats, ceiling, and one vestibule now have finish coats. One motor is at AC Electric, receiving an overhaul.

New York State Railways (Rochester) 1213 (1916) re-entered active restoration this year. T-posts were welded in place, and considerable effort went into straightening the upper framing. Steel sheathing was welded to the belt rail and now three-quarters of the car has been enclosed. Platform knee restoration is under way. The car now rests on Taylor shop trucks for mobility.

Twin City Rapid Transit Company 1267 (1907) has been refitted with experimental tungsten burn tips in its controller. This is new technology for Seashore, and will be monitored closely. The compressor used oil at an unacceptably high rate, so it has been rebuilt with new sleeves and rings. It now operates very quietly—a welcome side-effect.

A long-missing armature for **Brooklyn Rapid Transit 4547** (1906) has been found and sent to AC Electric for refurbishing. Both controllers had suffered damage; one has been removed for complete rebuilding.

Philadelphia Rapid Transit Company Nearside training car 6618 (1912) received significant sash work, with some 13 windows finished and reinstalled.



Above: Bob Reich applies glazing putty to a window from Philadelphia Nearside 6618. DC
Below: Philadelphia 6618 as it appears after extensive rebuilding of the front vestibule. JS



Above: Donald Curry compares a new seat frame for San Francisco Muni No. 1 to one of the 1912 originals. New springs, both coil and flat, are also being fabricated as part of the project. JS

Boston Center Entrance Car 6131 returned to the restoration shop immediately taking the place of Atlantic Shore 100 when it was moved out. The car had received extensive steel body work in the mid-1980s, but then returned to storage. A renewed funding push and a major commitment from project sponsor Dan Cohen paved the way for restoration to resume.

As it is in one of the insulated boxes, work will be able to proceed through the winter. Next steps will be finishing steel components, including the bolsters, followed by wiring and piping. Whenever possible, as new parts are fabricated two

sets are made so that the subsequent restoration of sister car 6270 may proceed quickly.

Although not a trolley, our shop workhorse diesel locomotive D-1 had its cylinders and rings replaced and its cylinder heads rebuilt. Paint has been stripped from the cab and hood, and the hood and radiator have been sandblasted and primed. The engine received several protective coats of authentic “Caterpillar Yellow.”

All in all, over 35 trolleys received significant restoration and maintenance work in 2009.

Below: Boston Center Entrance car 6131 being shifted into the shop for the resumption of its restoration process after a long hiatus. The car was converted to a sand car complicating the rebuilding. DC



Bus Department Report

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

In addition to vehicle maintenance and operating tasks, the Bus Department this year undertook a number of support activities. A key one was to provide proper storage for many spare parts being acquired during the year, especially parts for the Flyer trackless trolleys being retired in Boston. The department now has three 40-foot storage containers to hold spare parts for the rubber-tired fleet and spent time reorganizing the material in these containers and constructing shelving to allow efficient use of the space.

A springtime activity was clearing winter damage, in particular broken branches and debris from the heavy ice storm the prior December. This was followed by grading the roadways used by the Museum's buses including the roadway leading from the Highwood crossing to the bus storage area surrounding Highwood carhouse.

Boston Flyer Trackless Trolleys. In recent years the Society acquired three of Boston's Flyer trackless trolleys, Nos. 4049 and 4028 for preservation and No. 4013 for regular operation. The end of service by the Flyers was noted in May with a farewell trip on the Boston system on Flyer No. 4037 co-sponsored by the Shore Line Trolley Museum of Branford, CT and the Boston Street Railway Association. This coach was scheduled for preservation at Shore Line. Seashore's Bus

Below: An unusual location for a museum bus is an airport taxiway next to a KC-10 tanker, but that's where No. 6069 was displayed as part of the Portland Air Show in June at the Portland Jetport. Despite the damp weather a regular stream of visitors had an opportunity to learn about the museum. TS



Above: Three different modes of transit are on display during a busy Transit Day in October. Trackless trolleys from Boston and Edmonton (at left) join a bus from the University of Massachusetts (at the lower right), and streetcars from Minneapolis-St. Paul and Dallas (in the background). TS

and Parts departments, heavily involved in acquiring parts for Seashore's Flyers, also helped our friends from Connecticut obtain parts for their coach as well.

The MBTA donated obsolete tires from scrapped coaches and kindly mounted them onto rims for us.

Other work was undertaken on the Flyers already at Seashore. Volunteers reassembled trolley poles and bases for the recently-arrived Flyer No. 4049. Also compressor problems on No. 4028 were repaired using some of the newly acquired spare parts recently arrived from Boston.

Future trackless trolley loop. More progress was made on the creation of a turning loop for trackless trolleys next to the Burt Shaw South Boston carhouse. Efforts included scraping left over topsoil (from an area formerly covered by grass) and surfacing the area with coarse then fine grade gravel.

Lewiston, Maine GMC No. 8105.

This bus is suitable for regular use transporting museum visitors. Early in the year efforts focused on repairing doors, improving brakes, and replacing one leaking front airbag while repairing the other. This was followed by various electrical repairs, improvements to the heating system, and some work on the lower body exterior to improve appearance. A tendency to build air pressure slowly led to the discovery that both the air dryer and compressor had failed, leading to replacement of both units. After these repairs some engine starting problems were addressed and several marker lights repaired, and a brake actuator was replaced. It has also seen refinement to the door mechanism and adjustments to the suspension to improve its riding characteristics.

On Fridays, the bus is placed in regular operation, providing shuttle service from the Visitors Center to Highwood display carhouse. On one occasion, it served as the museum's primary public operation while streetcar service was sidelined by a trolley wire repair.

To support this operation volunteers regularly sweep the bus interior, wipe

down seats, remove grease stains from the floor, clean the operator's area, and wash the exterior of the bus, all to ensure a pleasing experience for visitors.

Boston MBTA 6069. This bus, frequently used in outreach (see below) receives regular maintenance to keep it in operating condition. Our friends at VIP Charter Coaches in Portland have kindly allowed the bus to stay on their property when traveling to northern appearances, and also have allowed our Bus Department to undertake work on the bus in their shop. This year such work included temporary repairs to the exhaust system to reduce operating noise.

Service Bus Philadelphia Flxible

No. 1160. This bus, a compact 1976 30 foot Flxible New Look, is not a collection item but rather is a valuable piece of work equipment that supports bus maintenance and operation at the museum. It has jump starting capability, compressed air connectors, various supplies, and is equipped for towing or pushing of other buses. This year it suffered a broken rear window when it skidded on ice as it towed an old camper bus being sent off for scrap. Needed repairs were complete to ensure the service vehicle's continued usefulness to the department.

Publicity and parades. The mobility of buses, as compared to streetcars, makes them especially suitable for off-site publicity for the museum, and this year featured a number of such activities.

On May 28, MBTA No. 6069 was dis-



Above: During the "Walk the Port" event in May, No. 6069 awaited visitors in a very damp Dock Square. The Atlantic Shore Line trolley route from Seashore's current location terminated just to the right of the bus until 1927. Period photos show Atlantic Shore cars in front of the same buildings. TS

played in Dock Square, Kennebunkport, for a new event called "Walk the Port". Though marred by a drenching rain there was a fairly good turnout. Seashore's booth, located upstairs at Alisson's restaurant, assembled and staffed by Seashore volunteers, was well frequented. We hope this event will return again next year with better weather.

The museum teamed up with two Portland area businesses, VIP Charter Coaches and O'Connor Bus Sales, in our vehicle displays at the 2009 Portland Air Show. This is a very well attended annual event held at the Portland Jetport in June. The

show planners had approached Seashore in their effort to expand the show to fill in large open spaces between the larger planes on display. Seashore was represented both with MBTA New Look 6069 and a member who bolstered our display with his vintage Crown school bus, with its unusual tandem rear axles.

On Friday, June 26 our long association with the *La Kermesse* festival in Biddeford and Saco continued as the same bus participated in the parade. As always a sizable group of Seashore volunteers rode the bus and passed out Seashore flyers to people lining the route.

The fourth off-property appearance for No. 6069 was in Lisbon Falls, Maine for the annual Moxie celebration on Saturday, July 11. A large number of enthusiasts for this unusual, Maine-produced soft drink head to Lisbon Falls each year and our bus participated in the parade, again staffed by museum volunteers. Seashore's Moxie Day in Kennebunkport followed on Sunday.

Hamilton (Ontario) Street Railway articulated No. 518203. This rare 1982 GMC articulated New Look bus, is from one of only four cities to operate such buses.

As often happens, careful efforts to evaluate and plan possible acquisition of the bus were overtaken by circumstances. The Hamilton Street Railway determined it needed all of its yard space

Below: Before leaving Canada, Hamilton (Ontario) Street Railway articulated No. 518203 (center) poses with its successors, a 40-foot diesel at the left and a later articulated to the right. TS



for new buses, so insisted that the bus be removed within a week. Fortunately, temporary storage was offered by a local business while hurried plans for the move were made. Trucking it was determined to cost about \$10,000, so efforts turned to making the bus, then out of service for two years, operable so it could be driven the 600 miles from the western end of Lake Ontario to Kennebunkport.

Before the trip, Seashore's crew undertook a number of repairs and made the 27 year old bus operable after which the bus headed for Maine. It made it through customs before the transmission refused to shift into third gear, greatly slowing its progress. Three overnight stops and occasional road side repairs were required, but the bus made it safely to Kennebunkport on December 2.

Many thanks are due to a number of Canadian bus enthusiasts who made the acquisition possible and to the Hamilton Street Railway for their donation of the bus and for storing it, supplying parts, and towing it as needed.

The bus has since operated numerous times around the museum and off site. The intention is to keep this unusual and interesting piece operational.

Edmonton Trackless Trolley 125.

While development of the streetcar and rapid transit collection has evolved to stress Boston, New York, and overall geographical coverage, beyond Boston the trackless trolley collection is primarily builder-oriented. Coaches from most significant builders have been acquired.

During 2009 Edmonton decided to end trackless trolley operation. This pioneering and large city-wide system had opened in 1939 and used coaches from several builders, rather an exception in Canada. The fleet most recently comprised GMC New Look coaches with Brown Boveri electronics from an order of 100 built in 1981-82.

The Edmonton Transit System kindly donated No. 125 to the museum, along with

Right top: GMC-BBC trolley buses operating in downtown Edmonton, Alberta in 1989. JS

Right middle: An international scene shows Edmonton trolley bus 125 shown shortly after its arrival with the Lausanne, Switzerland trailer train. Both coaches have identical Swiss Brown-Boveri control and electrical equipment. JS

Right bottom: Jack Coyle on top of a line truck transferring both streetcar and trolley bus overhead from a wooden to a steel pole. TS



Rochester Area Community Foundation Support

by Frederick J. Maloney



Above: For many years Seashore has been a regular participant in Biddeford's *La Kermesse* parade and festival celebrating the city's French-Canadian heritage. Here bus 6069 runs in the annual parade. TG

a large array of carefully chosen unique mechanical components. They also secured a local firm to move the coach to Maine at a very reasonable price. Their generosity was especially valuable in that all serviceable coaches and spare parts, as well as overhead fittings, were sold for reuse in Bulgaria. We also received valuable assistance from our friends at the Illinois Railway Museum, who also are preserving one of these coaches.

On arrival, No. 125 was serviced by our visiting trolley bus experts from Switzerland, and operated on Transit Day.

The cost of acquiring the coach was underwritten by a major donor to the museum's trackless trolley program.

Transit Day. The annual Transit Day event, formerly known as Bus Day, was held on October 10. The goal is to feature as many rubber tired vehicles as possible, along with rail vehicles that are seen infrequently—such as rapid transit cars—all in addition to streetcar operation. This event has grown and attracts an increasing number of bus and rapid transit enthusiasts from all across the United States and Canada.

Several years ago veteran member Lloyd E. Klos, of Irondequoit, New York, adjacent to Rochester, passed away. Lloyd was a life-long transit enthusiast, who long served as the Rochester correspondent for ERA Headlights magazine. Additionally he was a major donor to Rochester streetcars at Seashore, and heavily supported restoration work on Peter Witt car No. 1213. As a prolific local historian he authored a number of books on Rochester.

Lloyd channeled much of his estate into the Rochester Area Community Foundation, an umbrella organization dedicated to aiding Rochester area causes.

Consequently, the Foundation makes a bi-annual grant to Seashore which is assigned to the restoration of New York State Railways Rochester Railways Division No. 1213. Receipt of the first two grant awards, and other member contributions, have enabled a resumption of work on the car this year, with a substantial amount of body reconstruction accomplished, and more to come.

The grant support from the Rochester Area Community Foundation, resulting from Lloyd Klos' bequest, represents a major breakthrough in receiving localized funding of a car restoration project from a distant large city.

We would encourage members to investigate imaginative strategies for supporting Seashore's advancement. The restoration of vehicles is probably the most attractive type of project since the results serve to give tangible and dynamic visibility to any city or region from which the museum has a restored car or bus. We are very grateful to our late member Lloyd Klos for remembering the museum in such an imaginative way, and to the Rochester Area Community Foundation, for enabling this large scale resumption of restoration work on car No. 1213.

Left: Shop Restoration Technician Bernie Bisnette sprays a protective coat of the green livery carried by Peter Witt 1213 in Rochester. Due to the extensive corrosion damage the car suffered after decades in the snow belt, thorough rebuilding has been required. At this point the car has a complete new underframe and floor, new vertical T-posts, and much new steel on the side sheets, all fastened together by the same hot-riveting technique used when the car was constructed. DC



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.

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Below: The interior of Cleveland center entrance trailer 2365 before it left Ohio. Extensive restoration work had been undertaken by its former owners easing its completion at Seashore. FM



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Below: Cleveland Rapid car 113, a representative of the first post-World War II rapid transit system, arrived at Seashore in 2009, one of two acquisitions from the closed Lake Shore Electric museum. WP



Museum Contributors

This year more than 515 individuals and organizations contributed to the Seashore Trolley Museum. The total amount contributed exceeded \$313,000. Over \$232,000 of this total was in cash, with the remaining \$80,000 as contributions of goods and material. 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 \$103,000 of the donations were made to the general fund, which supports the vital administrative and maintenance expenses that keep the Museum operating.

The total contributed to restricted funds, much of it to support car restoration projects, exceeded \$205,000.

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 Haskins, David R.
 Haskins, Luella M.
 Haswell, Tony
 Healy, Christopher
 Higginbotham, William
 Hollinshead, William
 Hooper, Scott J.
 Horn, M. Richard
 Hoy, David F.
 Hussey, Robert G.
 Impink, Jay and Maryann
 Isenberg, Seymour L.
 Itterly, Kimberly
 Jayne, Allan W., Jr.
 Johnson, Lee
 Keller, Ronald
 Kelly, Robert E.
 Kopycinski, David H.
 LaCosta, John D.
 Larrabee II, Schuyler
 Leclair, Randy
 Lennon, Michael C.
 Long, Dwight E.
 Look, Dean F.
 Lown, Elizabeth D.
 Lutz, Patricia M.
 Lyons, Dennis J.
 Mackey, Catherine
 MacLaughlin, Kenneth L.
 Markey, Peter L.
 Massachusetts Bay Commuter Rail
 Matekovic, George J.
 Mayer, Paul J.
 McBride, Thomas G.
 McCarthy, Joseph A.
 Merrill Lynch Co. Foundation
 Miles, Theodore
 Minnich, Ida Mae
 Montana, David
 Morgan, Steven J.
 Morrison, Donald F.
 Navy Wives Club of America
 Nuss, Walter F.

Orlowski, Stanley J.
 Otis, Patricia
 Pereira, Mary Ellie
 Perisie, Michael J.
 Persky, Gail
 Petrin, George H.
 Quale, James A.
 Radcliffe-Deppe, Riat
 Reid, William S.
 Reiman, Douglas A.
 Rendall, Burt
 Reynolds, Robert J.
 Rich, George J.
 Richardson, Hubbard
 Robb, Arthur L. Sr.
 Roboff, Gary S.
 Rosenberg, Ron
 Rothaug, Walter H.
 Ruddell, Ronald P.
 Sack, J. Andrew, Jr.
 Savings Bank of Maine
 Shamel, Gary R.
 Sharfarz, David
 Shea, Joseph T.
 Shipman, W. Stevens, Jr.
 Silver, Leonard W.
 Smerk, George M.
 Smith, G. Christopher
 Speer, Timothy S.
 Spellman, John T.
 Spoth, Adele B.
 Stapleton, Walter
 Staughton, Harry
 Taylor, Debra D. & Michael
 Tennyson, Edson L.
 Terhune, Robert D.
 Terwilliger, George E.
 Thompson, Earl W.
 Thornburn, Christopher C.
 Tirrell, Brendan
 Turner, Ed
 Valencius, Matthew
 Vandenheuvel, D. J.
 Vigrass, J. William
 Waldman, Emily
 Wengen, Marcia
 Wheatley, Bill
 Winkley, M Dwight
 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 57 volunteers who reported 10 or more hours in 2009. The grand total reported was in excess of 16,000 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
 Kline, Judith A.
 Middleton, Jr., John L.
 Tobin, Roger G.

500 to 1000 hours

Dooks, Edward
 Frost, Michael R.
 Kaplan, Eliot M.
 Look, Dean F.
 Mackell, James J.
 Morse, Philip W.
 Reich, Robert J.

250 to 500 hours

Bishop, Chester E.
 Coffin, Whitney V.
 Cosgro, Matthew
 Cosgro, Richard
 Dooks, Karen
 Mallory, William
 Mercurio, Jr., John B.
 Weinberg, Mark

100 to 250 hours

Carrier, Jr, Douglas
 Dann Chamberlin, C.
 Fatula, John A.
 Gilman, Eric
 Gingell, Robert
 Glickman, Todd
 Kurtasz, Peter
 Lane, Richard A.

LeClair, Randy
 Mathews, LaForest E.
 McCaffrey, Paul F.
 Pence, Herbert
 Perkins, Christina
 Perkins, Donna
 Perkins, Sr., Robert J.
 Rendall, Burt
 Sikorski, John
 Stephenson, Jr., Lester H.
 Tello, Thomas A.

50 to 100 hours

Allen, Duncan W.
 Barlow, Brandon
 Buckley, Michael J.
 Carter, Frederic D.
 Doherty, James
 G Dow, Thomas
 Gueli, James V.
 Haskell, Peter D.
 Heffner, Helen
 Hutchinson, Donald H.
 McMahon, James P.
 Montana, David K.
 Perkins, Jr., Robert J.
 Robinson, Charles C.
 Ruddell, Ronald P.
 Somers, Roger E.
 Steffan, Constantine
 Thresher, Carl H.
 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, (each a “Museum”, collectively the “Museums”) 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, *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

in the United States of America 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, money market accounts, and money market mutual funds, and are carried at cost, which approximates fair market value.

Investments - Investments in marketable securities and mutual funds 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 other revenue on the statements of activities and changes in net assets.

Other Receivables - Other receivables consist of accounts receivables due from various companies.

Inventories - The Society operates a museum store with related electric railway memorabilia and souvenirs 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, 2009 and 2008.

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).

The Federal (and State of Maine) income tax returns of the Society are subject to examination, generally for three years after they were filed. The Society does not believe that there are any uncertain tax positions taken in preparation of the tax returns that would impact these financial statements.

Concentration of Credit Risk - The Society maintains its cash equivalents in local financial institutions which provide Federal Deposit Insurance Corporation coverage up to \$250,000 and in investment accounts which provide Securities Investor Protection Corporation protection up to \$500,000. Unsecured cash equivalents as of December 31, 2009 and 2008 are \$321,376 and \$362,208, respectively.

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, 2009 and 2008 was \$19,227 and \$25,382, respectively.

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

Note 3 - Fair Values of Assets

Effective January 1, 2008, the Society adopted Statement of Financial Accounting Standards, *Fair Value Measurements*, which provides a framework for measuring fair value under Generally Accepted Accounting Principles. *Fair Value Measurements* defines fair value as the exchange price that would be received for an asset or paid to transfer a liability (an exit price) in the principal or most advantageous market for the asset or liability in an orderly transaction between market participants on the measurement date. *Fair Value Measurements* requires that valuation techniques maximize the use of observable inputs and minimize the use of unobservable inputs. *Fair Value Measurements* also established a fair value hierarchy, which prioritizes the valuation inputs into three broad levels.

There are three general valuation techniques that may be used to measure fair value, as described below:

Statement of Financial Position

| For the years ended December 31 | 2009 | 2008 |
|-----------------------------------|---------------------|---------------------|
| Assets: | | |
| Cash and cash equivalents: | | |
| Unrestricted | \$ 403,827 | \$ 258,800 |
| Restricted | 698,600 | 853,407 |
| Investments: | | |
| Unrestricted | 27,588 | 20,928 |
| Restricted | 466,740 | 400,340 |
| Other receivable: | | |
| Unrestricted | 1,954 | 2,156 |
| Restricted | 40,728 | 13,690 |
| Prepaid expenses: | | |
| Unrestricted | 20,285 | 12,032 |
| Restricted | 90 | 90 |
| Inventories | 60,195 | 72,766 |
| Pledges receivable | | |
| Unrestricted | - | 924 |
| Restricted | 74,691 | 104,568 |
| Property and equipment net | 1,261,642 | 1,257,317 |
| Total assets | \$ 3,056,340 | \$ 2,997,018 |
| Liabilities and Net Assets | | |
| Liabilities: | | |
| Accounts payable | \$ 15,401 | \$ 39,707 |
| Accrued payroll and taxes | 6,794 | 4,532 |
| Current portion of | | |
| long-term debt | 6,913 | 8,488 |
| Deferred revenue | 4,990 | 5,660 |
| Other accrued liabilities | 87,181 | 46,017 |
| Long-term debt | 47,600 | 54,513 |
| Total liabilities | 168,879 | 158,917 |
| Net assets: | | |
| Unrestricted: | | |
| Board designated | 169,488 | 53,496 |
| Undesignated | 229,995 | 218,194 |
| Designated - property | | |
| and equipment | 1,207,129 | 1,194,316 |
| Temporarily restricted | 921,261 | 1,063,059 |
| Permanently restricted | 359,588 | 309,036 |
| Total net assets | 2,887,461 | 2,838,101 |
| Total liabilities | | |
| and net assets | \$ 3,056,340 | \$ 2,997,018 |

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

- Market approach** - Uses prices and other relevant information generated by market transactions involving identical or comparable assets or liabilities. Prices may be indicated by pricing guides, sale transactions, market trades, or other resources;
- Cost approach** - Based on the amount that currently would be required to replace the service capacity of an asset (replacement cost); and
- Income approach** - Uses valuation techniques to convert

Statement of Activities and Changes in Net Assets

| | December 31, 2009 | | | | December 31, 2008 | | | |
|---|-------------------|--------------------------------|--------------------------------|-------------------|-------------------|--------------------------------|--------------------------------|-------------------|
| | Unrestricted | Tempor- arily Restricted | Perman- ently Restricted | Total | Unrestricted | Tempor- arily Restricted | Perman- ently Restricted | Total |
| Revenue: | | | | | | | | |
| Earned revenue: | | | | | | | | |
| Admissions | \$ 90,328 | \$ 925 | \$ - | \$ 91,253 | \$ 92,195 | \$ - | \$ - | \$ 92,195 |
| Annual membership dues | 29,457 | - | - | 29,457 | 32,855 | - | - | 32,855 |
| Life memberships | 900 | - | - | 900 | 3,450 | - | - | 3,450 |
| Revenue from auxiliary operation | <u>82,064</u> | <u>267,443</u> | <u>-</u> | <u>349,507</u> | <u>99,285</u> | <u>35,680</u> | <u>-</u> | <u>134,965</u> |
| Total earned revenue | 202,749 | 268,368 | - | 471,117 | 227,785 | 35,680 | - | 263,465 |
| Contributed support: | | | | | | | | |
| Grants | - | 47,117 | - | 47,117 | 250 | 39,300 | - | 39,550 |
| Contributions & bequests | 79,615 | 149,267 | 3,996 | 232,878 | 128,742 | 113,699 | 38,731 | 281,172 |
| Contributions-in-kind | 24,166 | 56,463 | - | 80,629 | 46,270 | 11,373 | - | 57,643 |
| Contributed Services | <u>12,004</u> | <u>-</u> | <u>-</u> | <u>12,004</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> |
| Total contributed support | 115,785 | 252,847 | 3,996 | 372,628 | 175,262 | 164,372 | 38,731 | 378,365 |
| Other revenue: | | | | | | | | |
| Interest and dividend income | 4,423 | 8,511 | 9,619 | 22,553 | 5,984 | 22,421 | 10,628 | 39,033 |
| Realized and unrealized gains (losses) on investments | 4,246 | 19,140 | 52,566 | 75,952 | (7,326) | (41,547) | (100,698) | (149,571) |
| Miscellaneous income | <u>20,976</u> | <u>7,953</u> | <u>-</u> | <u>28,929</u> | <u>15,014</u> | <u>-</u> | <u>-</u> | <u>15,014</u> |
| Total other revenue | \$ 29,645 | \$ 35,604 | \$ 62,185 | \$ 127,434 | \$ 13,672 | \$ (19,126) | \$ (90,070) | \$ (95,524) |
| Net assets released from restrictions: | <u>714,246</u> | <u>(698,617)</u> | <u>(15,629)</u> | <u>-</u> | <u>247,425</u> | <u>(246,932)</u> | <u>(493)</u> | <u>-</u> |
| Total support and revenue | 1,062,425 | (141,798) | 50,552 | 971,179 | 664,144 | (66,006) | (51,832) | 546,306 |
| Expenses: | | | | | | | | |
| Program services | | | | | | | | |
| Curatorial and exhibits | <u>622,916</u> | <u>-</u> | <u>-</u> | <u>622,916</u> | <u>363,274</u> | <u>-</u> | <u>-</u> | <u>363,274</u> |
| Supporting services | | | | | | | | |
| Membership | 21,926 | - | - | 21,926 | 17,327 | - | - | 17,327 |
| General & administrative | 184,156 | - | - | 184,156 | 197,511 | - | - | 197,511 |
| Fundraising | 4,296 | - | - | 4,296 | 3,205 | - | - | 3,205 |
| Auxiliary operation | <u>88,525</u> | <u>-</u> | <u>-</u> | <u>88,525</u> | <u>96,476</u> | <u>-</u> | <u>-</u> | <u>96,476</u> |
| Total support services | 298,903 | - | - | 298,903 | 314,519 | - | - | 314,519 |
| Total expenses | \$ <u>921,819</u> | \$ <u>-</u> | \$ <u>-</u> | \$ <u>921,819</u> | \$ <u>677,793</u> | \$ <u>-</u> | \$ <u>-</u> | \$ <u>677,793</u> |
| Change in net assets | 140,606 | (141,798) | 50,552 | 49,360 | (13,649) | (66,006) | (51,832) | (131,487) |
| Net assets, beginning of year | <u>1,466,006</u> | <u>1,063,059</u> | <u>309,036</u> | <u>2,838,101</u> | <u>1,479,655</u> | <u>1,129,065</u> | <u>360,868</u> | <u>2,969,588</u> |
| Net assets, end of year | 1,606,612 | 921,261 | 359,588 | 2,887,461 | 1,466,006 | 1,063,059 | 309,036 | 2,838,101 |

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

Statement of Functional Expenses

| Year Ended December 31, 2009 | 2009 | | | | | |
|---|-----------------------|------------------|--------------------------|-----------------|---------------------|-------------------|
| | Curatorial & Exhibits | Membership | General & Administrative | Fund Raising | Auxiliary Operation | Total Expenses |
| Salaries and related expenses | \$ 126,429 | \$ - | \$ 51,222 | \$ - | \$ 20,840 | \$ 198,491 |
| Contributed services | \$ 11,044 | \$ - | \$ 500 | \$ - | \$ 460 | \$ 12,004 |
| Professional fees | 22,501 | 424 | 20,356 | - | 93 | 43,374 |
| Utilities | 22,758 | 1,966 | 7,438 | - | 160 | 32,322 |
| Conservation and maintenance | 288,800 | 7 | 7,720 | - | 284 | 296,811 |
| Taxes and fees | 2 | - | 3,626 | - | 230 | 3,858 |
| Insurance | - | - | 17,284 | - | - | 17,284 |
| Rent and equipment rental | 31,337 | - | 5,471 | - | 304 | 37,112 |
| Administration | 19,196 | 18,378 | 52,624 | 4,296 | 3,290 | 97,784 |
| Interest | 167 | - | 2,415 | - | - | 2,582 |
| Miscellaneous | 61,749 | 272 | 416 | - | 115 | 62,552 |
| Cost of goods sold | - | - | - | - | 51,973 | 51,973 |
| Total expenses before depreciation | 583,983 | 21,047 | 169,072 | 4,296 | 77,749 | 856,147 |
| Depreciation | 38,933 | 879 | 15,084 | - | 10,776 | 65,672 |
| Total expenses | \$ 622,916 | \$ 21,926 | \$ 184,156 | \$ 4,296 | \$ 88,525 | \$ 921,819 |

| Year Ended December 31, 2008 | 2008 | | | | | |
|---|-----------------------|------------------|--------------------------|-----------------|---------------------|-------------------|
| | Curatorial & Exhibits | Membership | General & Administrative | Fund Raising | Auxiliary Operation | Total Expenses |
| Salaries and related expenses | \$ 104,913 | \$ - | \$ 46,163 | \$ - | \$ 26,547 | \$ 177,623 |
| Professional fees | 10,564 | 412 | 11,309 | - | - | 22,285 |
| Utilities | 24,304 | 1,543 | 10,961 | - | 1,161 | 37,969 |
| Conservation and maintenance | 112,611 | 115 | 24,247 | - | 846 | 137,819 |
| Taxes and fees | 56 | - | 3,990 | - | 84 | 4,130 |
| Insurance | - | - | 18,427 | - | - | 18,427 |
| Rent and equipment rental | 31,047 | - | 5,638 | - | 412 | 37,097 |
| Administration | 8,984 | 14,378 | 57,027 | 3,205 | 4,339 | 87,933 |
| Interest | - | - | 3,576 | - | - | 3,576 |
| Miscellaneous | 31,030 | - | 22 | - | 334 | 31,386 |
| Cost of goods sold | - | - | 4 | - | 52,039 | 52,043 |
| Total expenses before depreciation | 323,509 | 16,448 | 181,364 | 3,205 | 85,762 | 610,288 |
| Depreciation | 39,765 | 879 | 16,147 | - | 10,714 | 67,505 |
| Total expenses | \$ 363,274 | \$ 17,327 | \$ 197,511 | \$ 3,205 | \$ 96,476 | \$ 677,793 |

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

future amounts to a single present amount based on current market expectations about the future amounts (includes present value techniques, and option-pricing models). Net present value is an income approach where a stream of expected cash flows is discounted at an appropriate market interest rate.

For the year ended December 31, 2009, the application of valuation techniques applied to similar assets and liabilities has been consistent. The following table sets forth by level, within the fair value hierarchy, the Society's investments at fair value at December 31, 2009.

| Pledges Receivable | Quoted Prices | | | |
|--------------------|-------------------|--|------------------------------------|---|
| | Fair Values | in Active Markets for Identical Assets (Level 1) | Significant Other Inputs (Level 2) | Significant Unobservable Inputs (Level 3) |
| Mutual Funds | \$ 494,328 | \$ 494,328 | \$ - | \$ - |
| Pledges Receivable | 74,691 | - | - | 74,691 |
| Total | \$ 569,019 | \$ 494,328 | \$ - | \$ 74,691 |

Statement of Cash Flows

| | | |
|---|---------------------|---------------------|
| For the years ending December 31 | 2009 | 2008 |
| Cash flows from operating activities: | | |
| Change in net assets | \$ 49,360 | \$ (131,487) |
| Adjustments to reconcile change in net assets to net cash provided by (used in) operating activities: | | |
| Depreciation | 65,672 | 67,505 |
| Net realized and unrealized (gain) loss on investments | (75,952) | 149,578 |
| Donations of investments | - | - |
| Gains (losses) on sale of property and equipment | - | 236 |
| Changes in operating assets and liabilities: | | |
| Other receivables | (26,836) | 3,440 |
| Prepaid expenses | (8,253) | 10,628 |
| Inventories | 12,571 | 11,025 |
| Pledges receivable | 30,801 | 28,953 |
| Accounts payable | (24,306) | 22,926 |
| Accrued payroll and taxes | 2,262 | 1,540 |
| Deferred revenue | (670) | (8,120) |
| Other accrued liabilities | 41,164 | 23,792 |
| Net cash provided by (used in) operating activities | 65,813 | 180,016 |
| Cash flows from investing activities: | | |
| Proceeds from sales of investments | - | - |
| Purchases of investments | (13,695) | (15,214) |
| Cash paid for purchase of property and equipment | 16,587 | (69,997) |
| Net cash provided by (used by) investing activities | (67,105) | (35,784) |
| Cash flows from financing activities: | | |
| Principal payments on long-term debt | (8,488) | (7,519) |
| Net cash provided by (used in) financing activities | (8,488) | (7,519) |
| Net increase (decrease) in cash | (9,780) | 136,713 |
| Cash at beginning of year | 1,112,207 | 975,494 |
| Cash at end of year | \$ 1,102,427 | \$ 1,112,207 |
| Supplemental cash flow disclosures: | | |
| Income taxes paid (refunded) | - | - |
| Interest expense paid | \$ 2,582 | \$ 3,576 |

Schedule of non cash investing and financing activities:

There were no noncash investing and financing activities for the years ended December 31, 2009 and 2008.

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

Fair value for investments is determined by reference to quoted market prices and other relevant information generated by market transactions.

Pledges Receivable

| | |
|--|------------|
| Pledges receivable, gross at December 31, 2008 | \$ 105,492 |
| Pledge payments received during 2009 | (30,924) |
| New Pledges received during 2009 | 924 |
| Less: | |
| Discount at .15% | (309) |
| Pledges receivable at December 31, 2009 | \$ 74,691 |

Note 4 - Investments

The fair market value of investments consists of the following at December 31:

| Investments | 2009 | 2008 |
|--------------|------------|------------|
| Mutual Funds | \$ 494,328 | \$ 421,268 |
| Totals | \$ 494,328 | \$ 421,268 |

The following schedule summarizes the investment return and its classification in the statement of activities for the year ended December 31, 2009:

| 2009 | Unrestricted | Temporarily Restricted | Permanently Restricted | Total |
|--------------------------|--------------|------------------------|------------------------|-----------|
| Interest & dividend inc. | \$ 4,423 | \$ 8,511 | \$ 9,619 | \$ 22,553 |
| Realized & unreal. gains | 4,246 | 19,140 | 52,566 | 75,952 |
| Total | \$ 8,669 | \$ 27,651 | \$ 62,185 | \$ 98,505 |

The following schedule summarizes the investment return and its classification in the statement of activities for the year ended December 31, 2008:

| 2008 | Unrestricted | Temporarily Restricted | Permanently Restricted | Total |
|--------------------------|--------------|------------------------|------------------------|--------------|
| Interest & dividend inc. | \$ 5,984 | \$ 22,421 | \$ 10,628 | \$ 39,033 |
| Realized & unreal. gains | (7,326) | (41,547) | (100,698) | (149,571) |
| Total Investment Return | \$ (1,342) | \$ (19,126) | \$ (90,070) | \$ (110,538) |

In January 2009, the Financial Accounting Standards Board (FASB) issued FASB Staff Position, *Endowments of Not-for-Profit Organizations: Net Asset Classification of Funds Subject to an Enacted Version of the Uniform Prudent Management of Institutional Funds Act, and Enhanced Disclosures for All Endowment Funds* (the "Staff Position"). The Staff Position provides guidance on the net asset classification of donor-restricted endowment funds for a nonprofit organization that is subject to an enacted version of the Uniform Prudent Management of Institutional Funds Act of 2006 (UPMIFA). The Staff Position also requires additional disclosures about an organization's endowment funds (both donor restricted endowment funds and board-designated endowment funds) whether or not the organization is subject to UPMIFA.

The New England Electric Railway Historical Society's endowment consists of eight (8) individual funds established for a variety of purposes. Its endowment includes both donor-restricted funds and funds designated by the Board of Trustees to function as endowments. As required by generally accepted accounting principles, net assets associated with endowment funds, including funds designated by the Board of Trustees to function as endowments, are classified and reported based on the existence or absence of donor-imposed restrictions.

The Board of Trustees of the New England Electric Railway Historical Society has interpreted the State Prudent Management

of Institutional Funds Act (SPMIFA) as requiring the preservation of the fair value of the original gift as of the gift date of the donor-restricted endowment funds absent explicit donor stipulations to the contrary. As a result of this interpretation, the Society classifies as permanently restricted net assets:

- a. the original value of gifts donated to the permanently restricted endowment funds,
- b. the original value of subsequent gifts to the permanently restricted endowment funds, and,
- c. accumulations, which are defined as the continuous growth of capital by retention of interest or earnings, to the permanently restricted endowment funds made in accordance with the direction of the applicable donor gift instrument at the time the accumulation is added to the fund. In the absence of specific direction, the accumulations are made to the funds in which they occur.

The remaining portion of any donor-restricted endowment funds that are not classified in permanently restricted net assets is classified as temporarily restricted net assets until those amounts are appropriated for expenditure by the Society in a manner consistent with the standard of prudence prescribed by SPMIFA.

In accordance with SPMIFA, the Society considers the following factors in making a determination to appropriate or accumulate donor-restricted endowment funds:

1. the duration and preservation of the various funds,
2. the purposes of the donor-restricted endowment funds,
3. general economic conditions,
4. the possible effect of inflation and deflation,
5. the expected total return from income and the appreciation of investments,
6. other resources of the Society, and,
7. the Society's investment policies.

Investment Return Objectives, Risk Parameters and Strategies: The Society has adopted investment and spending policies, approved by the Board of Trustees, for endowment assets that attempt to provide a predictable stream of funding to programs supported by its endowment funds while also maintaining the purchasing power of those endowment assets over the long-term. Accordingly, the investment process seeks to achieve an after-cost total real rate of return, including investment income as well as capital appreciation, which exceeds the annual distribution with acceptable levels of risk. Endowment assets are invested in a well diversified asset mix, which includes equity and debt securities, that is intended to result in a consistent inflation-protected rate of return that has sufficient liquidity to make an annual distribution of 5%, while growing the funds if possible. Therefore, the Society expects its endowment assets, over time, to produce an average rate of return of approximately 8% annually. Actual returns in any given year may vary from this amount. Investment risk is measured in terms of the total endowment fund; investment assets and allocation between as-

set classes and strategies are managed to not expose the fund to unacceptable levels of risk.

Spending Policy. The Society has a spending policy of appropriating, for current expenses, each year in December, no more than 5.00-percent of the average balance of its board-designated endowment fund and donor-designated endowment funds as of September 30 of the current year, and September 30 for the past two years.

In addition, the withdrawals shall not draw the balance of the fund below sum of all principal permanently deposited to the Fund over the years.

In establishing this policy, the Society considered the long-term expected return on its investment assets, the nature and duration of the individual endowment funds, currently all of which must be maintained in perpetuity because of donor-restrictions, and the possible effects of inflation. The Society expects the current spending policy to allow its endowment funds to grow at a nominal average rate of 3.00-percent annually, which is consistent with the Society's objective to maintain the purchasing power of the endowment assets as well as to provide additional real growth through investment return.

Endowment net asset composition by type of fund as of December 31, 2009 is as follows:

| 2009 | | | | Total Net |
|----------------------------------|--------------|------------------------|------------------------|------------------|
| | Unrestricted | Temporarily Restricted | Permanently Restricted | Endowment Assets |
| Donor restricted endowment funds | \$ - | \$ - | \$ 359,588 | \$ 359,588 |
| Board designated endowment funds | 24,621 | - | - | 24,621 |
| Total funds | \$ 24,621 | \$ - | \$ 359,588 | \$ 384,209 |

Changes in endowment net assets as of December 31, 2009 are as follows:

| 2009 | | | | Total Net |
|---------------------------------------|--------------|------------------------|------------------------|------------------|
| | Unrestricted | Temporarily Restricted | Permanently Restricted | Endowment Assets |
| Endowment net assets, begin of year | \$ 20,487 | \$ - | \$ 309,036 | \$ 329,523 |
| Contributions and additions | 900 | - | 3,996 | 4,896 |
| Investment income | 629 | - | 9,619 | 10,248 |
| Net apprec. (deprec.) | 3,467 | - | 52,566 | 56,033 |
| Net assets released from restrictions | (862) | - | (15,629) | (16,491) |
| Endowment net assets, end of year | \$ 24,621 | \$ - | \$ 359,588 | \$ 384,209 |

Note 5 - 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:

| Pledges Receivable | 2009 |
|---------------------------------|-----------|
| In one year or less | \$ 30,000 |
| Between one year and five years | \$ 45,000 |
| | \$ 75,000 |
| Less: | |
| Discount at .15% | \$ (309) |
| Pledges receivable | \$ 74,691 |

Note 6 - Property and Equipment

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

| Property and Equipment | 2009 | 2008 |
|-------------------------------|--------------|--------------|
| Construction in progress | \$ 64,481 | \$ 701 |
| Land improvements | 432,266 | 432,266 |
| Buildings and improvements | 1,450,478 | 1,449,500 |
| Track and wire | 291,101 | 290,399 |
| Machinery and equipment | 237,074 | 232,535 |
| | \$ 2,475,400 | \$ 2,405,401 |
| Accumulated depreciation | (1,213,758) | (1,148,084) |
| Property and equipment, net | \$ 1,261,642 | \$ 1,257,317 |

Note 7 - Line of Credit

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 loan described in Note 8. There was no outstanding principal balance under the line of credit at December 31, 2009.

Note 8 - Long-Term Debt

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

| Long-term Debt | 2009 | 2008 |
|---|-----------|-----------|
| 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. This note has been refinanced as indicated below. | \$ 54,513 | \$ 63,001 |
| Less: current portion | 6,913 | 8,488 |
| Total long-term debt | \$ 47,600 | \$ 54,513 |

Aggregate maturities of long-term debt for the five years subsequent to December 31, 2009 are as follows:

| Aggregate Maturities | Total |
|-----------------------------|-----------|
| 2010 | \$ 6,913 |
| 2011 | 7,322 |
| 2012 | 7,754 |
| 2013 | 8,212 |
| 2014 | 8,697 |
| Thereafter | 15,615 |
| Total | \$ 54,513 |

Note 9 - 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 | 2009 | 2008 |
|--|------------|--------------|
| Program activities: | | |
| Restoration of vehicle collection | \$ 563,892 | \$ 590,444 |
| Museum development | 322,880 | 422,675 |
| Miscellaneous | 34,489 | 49,940 |
| Total temporarily restricted net assets | \$ 921,261 | \$ 1,063,059 |

At December 31, 2009 and 2008, certain unrestricted net assets had been designated by the Board of Trustees for the following purposes:

| Board Designated Net Assets | 2009 | 2008 |
|------------------------------------|------------|-----------|
| Restoration of vehicle collection | \$ - | \$ 9,545 |
| Endowment | 24,621 | 20,487 |
| Museum Development | 120,544 | |
| Miscellaneous | 24,323 | 23,464 |
| Total board designated net assets | \$ 169,488 | \$ 53,496 |

Note 10 - 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 2009 and 2008, \$42,617 and \$37,800, respectively, of the grant was expended, and recognized as income. Total grant funds receivable as of December 31, 2008 were \$42,617. There were no grant funds receivable as of December 31, 2009.

During 2009, the Society received a grant for the restoration of an Atlantic Shore Line Railway locomotive that operated in the State of Maine for \$4,500 from the National Railway Historical Society. During 2009, the \$4,500 was received and recognized as grant income.

Note 11 - 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 in the United States of America 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. In 2009, there were 853 hours of service that did meet those criteria. Management estimates the fair value of those services to be \$12,004. However, most of the services received by the Society do meet those criteria. Management estimates the fair value of the services not meeting the criteria to be \$270,011 for 2009 and \$315,633 for 2008, with a total of 18,001 volunteer hours for 2009 and 21,042 volunteer hours for 2008.

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 12 - 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 Streetcar 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, 2009 is \$74,691 and is included in pledges receivable. Rent expense for the years ended December 31, 2009 and 2008 was \$30,000 each year.

Rent expense will be recognized annually as follows:

| | Total |
|------|------------------|
| 2010 | \$ 30,000 |
| 2011 | 30,000 |
| 2012 | 15,000 |
| | <u>\$ 75,000</u> |

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 2009, a twelve-month lease agreement was entered into with monthly payments of \$35. Rent Expense for the year ended December 31, 2009 was \$1,578. Total minimum annual rentals are as follows:

| | Total |
|------|-----------------|
| 2010 | \$ 1,193 |
| 2011 | 1,193 |
| 2012 | 1,193 |
| 2013 | 137 |
| | <u>\$ 3,716</u> |

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, 2009 and 2008, and the related statements of activities and changes in net assets, and cash flows for the years then ended. These financial statements are the responsibility of the Society's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with 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, 2009 and 2008 and the changes in its net assets and its cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

Cummings, Lamont & McNamara P.A.

**Certified Public Accountants
Kennebunk, Maine**

January 31, 2011

Note 13 - Subsequent Events

Subsequent events have been evaluated by management through January 31, 2011, which is the date the financial statements were available to be issued. During 2010, \$30,000 was withdrawn from the Line of Credit for construction costs. There were no other subsequent events requiring disclosure.

Trustee Recognition Awards

Each Spring—at one of its regular meetings—the 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 and National Streetcar Museum at Lowell—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 9, 2009, the Trustee Recognition Awards were presented to the following uncommon individuals:

John Fatula

For a decade, John has been a regular Wednesday volunteer in Seashore's restoration shop. His years in Philadelphia, with its large streetcar networks, sparked an interest that drew him to Seashore when he retired to Cape Elizabeth.

In the shop, he has willingly pitched in on many projects, helping wherever he is needed. John brings special skills to finishing those many small projects that add so much to a car's ambience and authenticity. Examples are the hand straps, signal hangers, and fare register on Eastern Mass. Street Railway 4175. He has also brought painstaking accuracy to tasks such as refinishing car surfaces or rebuilding the sash for Philadelphia 6618.

For all your efforts, both seen and unseen, on behalf of the New England Electric Railway Historical Society and its Museum, we acknowledge and honor your devotion, leadership, and service.

Burt Rendall

For over 20 years Burt has been a versatile volunteer at Seashore, spending many summer days in the Operating Department, and then devoting many off-season hours to the restoration shop. In recent years, Burt has been a year-round bi-weekly presence in the shop. Safety has been a focus of his activities as he singlehandedly makes the trigs (or wheel chocks) carried on all of our cars – a vital tool to enable parking cars safely. Burt has also regularly pitched in on other projects, such as Philadelphia 6618 and Atlantic Shore Line 100.

Burt's volunteerism has benefited many other Maine organizations, including the Portland Symphony, the Library, Maine Medical Center, and a church food pantry.

For all of your seen and unseen efforts on behalf of the New England Electric Railway Historical Society and its Museum, we acknowledge and honor your devotion and service.

Lester H. Stephenson Jr.

Lester "Stevie" Stephenson has been a life-long member of the Society, and is the son of Lester H. Stephenson Sr., who was a notable figure in the Museum's formative years, and an operator for the Eastern Mass. Street Railway Company on the line from Stoneham to Sullivan Square. In fact, Lester Sr. made the last run on that line with what is now Seashore's 4387. Stevie's paternal grandfather, Alexander, worked for the Bay State Street Railway, and later the Eastern Mass.

Stevie served on the Board of Trustees from 1957 to 1978, was General Manager from 1960 to 1975, and active in the Museum store for most of the 1960s and 1970s. Stevie likes to say that he was "drafted" into service at Seashore by his father after graduating from high school in 1947 to drive the truck for Seashore's rented trailer. He got his baptism of fire shortly thereafter, moving a Connecticut Company open car to Seashore.

Lester Stephenson Jr. worked for the Boston and Maine Railroad for 38 years, for Amtrak for 8 years, and finally 10 years as a consultant on Commuter Rail Operations for the MBTA. A resident of North Reading, MA., Lester, along with his recently deceased wife Marie and Jeffrey Sisson, served as co-guardians for George Sanborn during George's recent illness.

For all your efforts, both seen and unseen, on behalf of the New England Electric Railway Historical Society and its Museum, we acknowledge and honor your devotion, leadership, and service.

Robert F. Hughes

Bob is a life-long member of the Society. In 1988 he became a Trustee, and later that year became Assistant Safety Officer. In 1989 he became the Director of the Operations Safety and Training Department, and is responsible for the Department's training program that exists today. Prior to his becoming a Trustee and Director of Operations, Bob was a volunteer both in Operations and in the Restoration Shop, making frequent trips between his home in Philadelphia and his camper here in Maine. He is an enthusiastic supporter of generations of Philadelphia streetcars at Seashore including PCC 2709 and Nearsides 6618. He regularly brings his professional experience to bear in both operations and technical areas.

Bob is known and loved for his intense interest in and care for his extended Seashore family. He always has a friendly smile, a warm handshake, and a dose of humor for all who know him – and everyone at Seashore does! Over the years Bob has been one of the most effective recruiters of new members, often greeting new visitors, giving them some hand-on experience with trolleys, then signing them up.

For all your efforts on behalf of the New England Electric Railway Historical Society and its Museum, we acknowledge and honor your devotion and service.



Above: These two-car coupled sets of cars from a Canadian factory of Britain's Hawker-Siddeley provided service on Boston's Blue Line for three decades. They drew power from overhead catenary on the surface and from third rail in the subway, including the tunnel under Boston Harbor. As the last of these were retired, Nos. 0633 and 0623, shown at Orient Heights carhouse, joined the museum's rapid transit fleet. WP

Below: Acquired in 2009 was this unusual articulated bus from Hamilton, Ontario, shown running in that city in October, 1984. Such 60-foot buses have become increasingly common in North American cities in recent years for use on heavy lines, but General Motors, one of the most prolific manufacturers of transit buses, made very few of these high capacity vehicles. KN

