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: Sydney, Australia P-class tram 1700 discharges a full load of passengers at Meserve’s Crossing. They are participating in the annual Pumpkin Patch event taking place in the adjacent field.
Lower: New Haven, Connecticut closed car 1160 emerged from the Town House Shop in 2010 after a 23-year project to rebuild the car from its latter day use as a sand and salt car back into its original role as a passenger car. The car was acquired by the Museum directly out of service as a work car in 1948. It epitomizes the most common earlier era closed streetcar operating in cities across Connecticut, and is very similar to cars operated throughout New England.

Contents
Letter to Members 1
Library Report 5
Boston Trolley Meet 6
Pumpkin Patch Trolley 7
Return of Ghost Trolley 8
Lowell Operations Report 9
Conservation Report 10
Parts Department Report 15
Detroit Streetcar Acquisition 16
Bus Department Report 16
Transportation Enhancement Funding 18
Corporate Information 20
Administrative Management 21
Museum Contributors 22
Museum Volunteers 24
Financial Report 25
Trustee Recognition Awards Inside Back Cover

2010 Annual Report
Editor
James D. Schantz
Associate Editor
Frederick J. Maloney
Contributors
Daniel R. Cohen
Donald G. Curry
Randy LeClair
Philip W. Morse
Michael Prescott
Edward L. Ramsdell
Thomas O. Santarelli de Brasch
Roger E. Somers
Jeffrey N. Sisson
Copy Editor
John W. Coyle, III

Photographs
Chester E. Bishop (CB)
Bradley H. Clarke (BC)
Matthew D. Cosgro (MC)
Donald G. Curry (DC)
Patricia Erikson (PE)
Kevin Madore (KM)
Frederick J. Maloney (PM)
Philip W. Morse (PM)
Edward L. Ramsdell (ER)
Thomas O. Santarelli de Brasch (TS)
James D. Schantz (JS)
Roger E. Somers (RS)
Seashore Library collection (SL)
Letter to Members

The year 2010 was an especially active one for the New England Electric Railway Historical Society and its operations in Kennebunkport and Lowell. In addition to moving to implement key parts of the Society’s Strategic Plan, there were considerable accomplishments in the restoration shop, the library, in public events, and in education.

Strategic Plan

A number of activities involved joint efforts between Seashore and other groups, a goal outlined in the Strategic Plan. Most noteworthy was the Boston Trolley Meet held on May 21 to 23rd in Wakefield, Massachusetts. It was a joint program of our Museum and the Boston Street Railway Association with key contributions from the Boston Chapter of the National Railway Historical Society and the Bay State Society of Model Engineers.

The show is a biannual gathering of those interested in transit and its history, and is held in a large hall filled with dozens of vendors selling books, models, and related material. Special presentations are held on the side of the hall and a selection of historic buses, from the Museum and other sources, are featured in the parking lot outside the building. See page 6 for a further description of this event. The event earned a modest profit for the sponsors and was a wonderful opportunity to build awareness of the Society. Planning has already begun for an expanded show in 2012.

Another joint activity was the Business After Hours cocktail party hosted at the Museum on May 19th in cooperation with the Kennebunkport Chamber of Commerce and attended by some 90 local business leaders. The catered event was held in the Visitors Center exhibit room and afforded leaders from the community the opportunity to learn more about the Museum and its programs and to strengthen links across the town. Many favorable comments were received, including some who called it one of the best of these Chamber events.

On June 26, the Museum served as the venue for the New England Bus Association’s annual Lobster Bake, as the group’s annual convention was held in New England for the first time. This group, made up of tour operators and other private coach companies, was a natural to come to Seashore, and the participants were treated to a variety of historic bus and rail equipment in operation.

Implementation of the strategic plan, developed with the assistance of expert planning consultant Don Evans of the West Coast Railway Association in British Columbia, advanced in a number of other areas, though a tremendous amount remains to be done. Here are some of the areas that marked progress in the first year of the planning effort:

- The Society’s Board approved the concept of hiring a professional executive director and began exploring funding sources to underwrite the position.
- Preparations are underway for a capital campaign to construct the newly designed library building.
- The front entrance to the Museum has been considerably improved to provide a better first impression to potential visitors.
- Highwood Carhouse has received substantial structural improvement, and work has begun to do the same for Fairview Carhouse.
- Road grading and setting poles is underway along the route of the planned expanded trackless trolley line.
- A five year restoration plan has been developed and will be updated on an ongoing basis.
- A development committee has been created and is researching grants that could benefit the Society.

Below: Connecticut Company 1160 was the 2010 star of the year as it emerged from the Town House Shop. The car survived until 1948 in New Haven by being used to carry winter salt in later years. RS

Top: Vice president John Middleton explains the role of a trolley wheel to visiting elementary students. School field trips are ideal learning tools. Above: John completes the story by showing how a trolley pole works at Talbott Park. PM
A significant grant has been received in Lowell to plan the next generation of interpretation for our branch operation there.

Seashore’s promotional brochure has been professionally redesigned to present the breadth of the Museum’s collections and activities.

A survey of members has been undertaken gathering useful information for future use.

Training for those interacting with the public has been enhanced to include more interpretive information.

A project was launched to gather email addresses from as many members as possible to pave the way for an optional electronic membership class and to allow better communication with members.

A membership kiosk has been placed at the Visitors Center entrance to encourage visitors to join the museum.

Progress will continue on the plan but it has become increasingly clear that the Society’s active volunteers, who have responsibilities all across the organization, have only limited capacity to take on more tasks. The key to fulfilling the plan’s goals will be to engage a professional executive director who can then become the leader in implementing the plan. Based on the experience of similar museums, the executive director should be able to implement programs that will generate enough additional revenue to cover the cost of the position by the end of the first or second year. The key to moving forward, then, is to find the funding to pay for the initial period after which sustained growth in revenues should be possible.

Transportation Enhancement Funding
In concert with the Strategic Plan, a team of Seashore volunteers guided by Vice President of Development Steve MacIsaac and project manager Phil Morse have been working on a proposal to the State of Maine for a next round of Transportation Enhancement funding. In 2009 the Society successfully completed its first project using such funds, the restoration of Atlantic Shore Line (ASL) locomotive 100 and development of exhibits and educational programs relating to the project. The funding for these programs comes from an allocation in Federal highway and transportation bills, which is turned over to the states on a block grant basis. The multi-year concept developed when the initial project was planned calling for successively restoring cars and buses from the Museum’s State of Maine collection, and to fund a multipurpose facility to house the restored cars and to host a variety of educational and exhibit functions.

Competition for funding by other nonprofits in the state is intense, so Seashore’s strategy is to build a track record of success and to share a long-term vision with the state administrators of the funding program at the Maine Department of Transportation (MDOT). The ASL 100 project was completed on time and within budget, so serves to demonstrate success. The plan for future restorations and development of the facility comprise the vision. The plan includes six two-year funding phases with an overall estimated cost of $10.5 million.

Applications for this funding must be submitted by a local municipality, so the team presented the plan to Town of Kennebunkport officials and the Board of Selectman, winning the unanimous support of all. Two proposals were submitted on July 1, the first of which is a two part program totaling just over $370,000. The first part calls for restoration of the Museum’s 1912 Portland Lewiston Intercity car No. 14, named The Narcissus, and related educational exhibits. The second part of the first application is for creation of a mobile and web-based exhibit.

The second application submitted has a budget of $300,000 and calls for design funds for a 22,000 square foot transportation exhibit hall and an 8,000 square foot education facility. See the Transportation Enhancement report on page 18 for more about these programs.

STEM Collaborative
Governments at all levels nationwide are partnering with corporations, charitable foundations, engineering societies, and nonprofits to improve performance of America’s students in Science, Technology, Engineering, and Mathematics (STEM). The movement aims to improve the poor performance of American students in technical fields compared to their peers in other countries.

The Maine STEM Collaborative has been formed to meet these goals in the state. As an educational institution focusing on a range of technical fields, Seashore has joined the Collaborative. Our efforts will focus on providing teaching resources at
the elementary and middle school level, offering teacher development workshops on engineering concepts, hosting visits to the Museum exposing students to transportation technology, using our exhibit gallery to teach the role of public transit in American life, and exploring the possibility of mentoring programs in our restoration shop.

Additionally, Seashore now offers an array of online teaching resources that promote integration of STEM with social studies and language art programs. The curricular material includes:

- **A Seat for Everyone Mobile Bus** exhibit covering the role of transportation in the evolution of the Civil Rights movement.

- **History in Motion: Discovering History and Science through Public Transportation** covering public transportation in the past, present, and future with a focus on Maine. The exhibit chronicling the evolution of transportation in Maine developed as part of the ASL 100 project is a key resource. Separate lesson plans cover street railways as an economic engine, public transportation’s role in social development, and the technologies related to the evolution of the bus.

**Teacher Development**

For the second time this year the Museum hosted a teacher professional development workshop in partnership with the Boston Museum of Science. *The Attraction is Obvious: Designing Maglev Systems* workshop was held at Seashore on August 28 and sought to help third to fifth grade teachers prepare to meet the new learning results in the STEM initiative. We are grateful for the financial support from the National Railway Historical Society, the Saco & Biddeford Savings, and Museum members which made this program successful.

**Special Events**

Added to the roster of special events for the public was a revival of the Ghost Trolley event. This pre-Halloween event features nighttime rides past various scary venues and with ghoulish characters on or around the cars. The event was held on Friday and Saturday of two successive October weekends. It supplemented the daytime Pumpkin Patch event, run earlier in the month, in which kids select a pumpkin from a “patch” set up along the line, and then learn the concept of checked luggage by having the pumpkins transported back to the Visitors Center by Portsmouth, Dover & York mail car No. 108. A report on both autumn events can be found on pages 7 and 8.

Looking some distance in the future, planning began this year for a large scale celebration of the Society’s 75th anniversary, which will be celebrated in 2014.

**Library**

The Museum’s library forces had another busy and productive year in 2010. Short-term storage needs were addressed by acquisition and setup of two more 40-foot shipping containers. Meanwhile, cataloging of collection items and scanning of photographic material continued with our partners at York County Community College. Significant preparatory work for the new library facility was accomplished with an engineering firm working on site layout and septic system plans and with selection of an outside fundraising firm to help plan a capital campaign for the new library. For full details see the Library report on page 5.

**Restoration Program**

The highlight of work in the Town House Shop in 2010 was the substantial completion and dedication of New Haven, Connecticut streetcar No. 1160. The program, largely underwritten by project sponsor Roger Somers, had been underway since 1987, and provides the opportunity for Museum visitors to experience a very typical New England streetcar of the 1910 era. A related project was launched on November 7 when Middlesex and Boston Street Railway No. 41, an unrestored single-truck carbody from the same builder, John Stephenson, was moved to the shop for the beginning of its restoration. This project is made possible by the ambitious fundraising of one of our younger members, Doug Carrier. The car, which after retirement became a diner in Natick, is the only survivor of the once huge Middlesex & Boston network that spanned Boston’s western suburbs.

Other restoration projects seeing significant progress during the year include Denver Birney No. 1, Blackpool double-decker No. 144, Washington PCC No. 1304, Eastern Mass. city car No. 4175, Philadelphia Nearside No. 6618, and Eastern Mass. lightweight No. 7005. See the Conservation Report on page 10 for a full accounting of shop activities.

**Carhouse Maintenance**

After the successful completion in 2009...
of the project to reinforce the structural columns in Highwood Carhouse, subsequent work included construction of new main doors by volunteer Jim Mackell and near completion of repaving the walkways through this prime exhibit building.

Attention then swung to Fairview Carhouse. For several years the Museum has monitored the deterioration of several concrete foundation piers. The Portland engineering firm SMRT was engaged to design new, more rugged footings that would hold the structure steady in the soft clay surface.

The first phase took place late in the year with additional work following in 2011. Several steps related to this project had been initiated years earlier. Completion of a perimeter road was vital so that heavy equipment could access the site. Accomplished through a heavy volunteer effort, the roadway work included the removal of rolling stock and other stored materials, installation of drainage culverts, and the finishing of the roadway itself. During this time a member with construction background installed an emergency brace to support one column on the brink of failure, keeping it stable until the full project began. Total cost of this project is estimated at $35,000 but should greatly extend the life of this building.

National Streetcar Museum at Lowell
This year marked the seventh year of regular operation of Seashore’s New Orleans 966 along with our indoor exhibit On Track: Transit in the American City, In Lowell and Across America. See the report on page 9 for details of the year’s operation in Lowell.

Of great significance was the award on June 23 of a $50,000 grant from the Theodore Edson Parker Foundation for planning of the next step in the Museum’s evolution. Our years of experience in Lowell have demonstrated that visitors enthusiastically ride No. 966, but a significantly smaller number enter the indoor exhibit, even though the streetcar stops near the door and our volunteer crews encourage visitors to go inside. This is very much in concert with the experience of the Parker Foundation, which has funded quite a few traditional indoor museum exhibits in Lowell and found that attendance has lagged expectations in most cases.

This led us, with the assistance of our Lowell Advisory Board, to study the concept of moving more interpretation out of the indoor exhibit and to incorporate interpretation in the streetcar ride and travel around the city. The notion of using current electronic media as part of this was also discussed, influenced by similar plans to use current technology widely in the planned Boston Museum. Also to be studied is how best to integrate these new interpretive techniques into operations on the planned extended Lowell streetcar network, a project in which Seashore representatives are also heavily involved.

The funding from the Parker Foundation is to pursue a study of appropriate techniques, with the understanding that the Parker Foundation may consider funding to implement some of these techniques if the study phase meets its goals.

At year end design firms were being invited to submit bids to undertake the study during 2011. Our thanks to the Parker Foundation for their generous support following their earlier grant that was instrumental in establishment of our current museum and streetcar operation in Lowell.

George Sanborn Honored
One of Seashore’s longest serving and most beloved members received a special posthumous recognition when the Massachusetts State Transportation Library in Boston was renamed the George M. Sanborn Library in an act of the state legislature signed by Governor Deval Patrick. George, who passed away in 2008, was a Seashore member since the early 1950s, for years serving as Librarian and Trustee, and playing a leading role in acquiring cars for the Museum’s National Collection of American Streetcars. For 37 years he also served as the reference librarian at the State Transportation Library and was very widely known by politicians, the press, students, and ordinary citizens for his nearly unlimited knowledge of Boston’s transportation history.

The wording of the legislative resolution is as follows:

Commonwealth of Massachusetts, Acts and Resolves of 2010, Chapter 353. An act designating the State Transportation Library as the George M. Sanborn Library. Approved by the Governor, October 7, 2010. Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same as follows:
The State Transportation Library, located in the State Transportation Building at 10 Park Plaza in the City of Boston, shall be designated and known as the George M. Sanborn Transportation Library and Resource Center in memory of George M. Sanborn. The Massachusetts Department of Transportation shall erect and maintain suitable markers bearing that designation in compliance with standards of the department.

A formal ceremony commemorating the renaming was planned for early 2011 by the Commonwealth.

**Exhibit Acquisitions**

The most notable addition to The National Collection of American Streetcars in 2010 was a classic Peter Witt streetcar from Detroit. The city is one of the very last major cities of the traction era not represented at Seashore so the car fills an important niche. The car is further described in the report on page 16.

**Trackless Trolley Line**

The long-term plans to extend the Museum’s demonstration trackless trolley line to reach the bus display area with turning loops at both ends made important progress in 2010. Most significantly, 16 wooden poles were set around the future loop next to Burton Shaw South Boston Carhouse, along the road next to Highwood Carhouse, and around the second loop behind Highwood. These poles will be used to support the dual trolley wires that will power the trackless trolleys. Spurred by two of our member trackless trolley volunteers visiting from Lausanne, Switzerland, Henri-David Philippe and Charly Kunz, Kennebunk, Light & Power greatly helped the Museum by installing the 16 poles and 5 anchors at a very reasonable price.

To complete the trackless trolley extension project drainage improvements behind Highwood, additional grading, erection of the wire, and road paving will be needed in subsequent years.

**Conclusion**

The operation and development of the Society’s operations in both Kennebunkport and Lowell are made possible only by the continued devoted support, both contributed labor and financial donations, by our more than 1200 members. Hundreds of volunteers contribute countless hours to the Society each year. The Society encourages all to report their volunteer hours both so they can be recognized and as this labor can be valued and used as a match on some grant applications. On page 24 we recognize the 60 volunteers who each have reported 10 or more hours of donated labor in 2010. Note the number of members who have contributed in the higher categories, and also that this list is far from complete, as many members choose not to complete volunteer time reports!

Each year the Governor of Maine recognizes in Augusta volunteers who have contributed 500 or more hours to any nonprofit in the state. On the same page is a listing of the 12 volunteers who earned that honor 2009. The board extends its thanks to all who have given so generously of their time.

The financial support from our members and friends remains among the Society’s greatest assets. On pages 22 to 24 we list the 500 individuals and entities who gave at least $50 this year. The total amount was just under $400,000, with more than $322,000 in cash. Our heartfelt thanks to all who have contributed, as without this generous support the Society could not function.

More members are also choosing to remember the Society in their estate planning, and such support is crucial especially to development of the Society’s endowment. This year our late member E. Everett Edwards bequeathed $52,800 to the Society and the Board voted to place this amount in the board restricted endowment fund. Our thanks to Mr. Edwards for remembering the Society so generously in his estate. We encourage other members to do the same to ensure your Museum’s continued growth.

**Library Report**

Edward L. Ramsdell, Librarian

The year 2010 produced good results on several fronts for the library, both in the area of the protection and preservation of the collection and making significant strides towards a new facility to house the collection. Our collaboration with York County Community College (YCCC) was strengthened with great benefit to goals of the library.

Inventorying of the collection, begun in 2009, continued and a computerization of the inventory was begun. By the end of January, some 1,400 books had been entered into the database through the efforts of a student at YCCC and by year-end this number exceeded well over 2,000. In May 2010 Seashore member Mike Frost received a Trustee Recognition Award for his tireless efforts towards inventorying the collection.

A grant from the Maine State Archives made possible the hiring of an intern at YCCC to support preservation work on 26 albums of Maine trolley photos—some 4,000 in all plus maps and data that had been donated to the Museum by O. R. Cummings. The effort under the grant was completed in August while additional work through the efforts of volunteers from Seashore and YCCC continues.

By March the Portland architectural and engineering firm SMRT had been authorized to undertake the next phase of their engineering work supporting the new library. This phase of the project included minor adjustments to the concept site plan for the proposed project to move the building closer to the adjacent driveway and re-configure the parking area. Using the revised concept plan and previously gathered soil data, a septic system will be

James D. Schantz
Chairman, Board of Trustees

Above: Library Committee members O. R. Cummings, Ed Ramsdell, Ed Dooks, Amber Tatnall, Karen Dooks, and Herb Pence take part in a work session at York County Community College. ER
Interim physical protection for the collection was greatly enhanced. In January, the NEERHS librarian met with the building inspector and town planner in Arundel and received permission to install additional storage containers for the library. By June the site had been cleared and graded. Some delay was experienced in locating suitable insulated containers but refurbished insulated trailers were ordered in October and installed on site in November. At year-end, shelving was being prepared and plans made for transferring materials from the old building to the new storage trailers along with the installation of electricity and dehumidifying equipment.

A major activity during the year involved the selection of a professional firm expert in capital fundraising to support the Museum’s efforts to fund the new library facility. During April, May, and June interviews were undertaken with a number of potential candidate firms. Initial interviews were conducted by telephone with initial face-to-face meetings with a select number and finally presentations by the two finalists before the Library Committee in late summer. In November the Library Committee selected JNB & Associates (JNB) of Amesbury, MA as the firm to be recommended to the Board of Trustees. At the December 11, 2010 Trustees Meeting, upon the committee’s recommendation, the Trustees approved contracting with JNB for the conduct of a capital fundraising feasibility study relative to the new library facility. The study was to begin in early 2011 and should be completed by early 2012.

A wetland delineation will be undertaken to determine the location of existing wetland boundaries near the location of the new building and any regulatory setbacks. A survey for potential vernal pools was also to be undertaken at this time.

For the first time ever, the Seashore Trolley Museum joined with the Boston Street Railway Association, the Bay State Society of Model Engineers, and the Boston Chapter of the National Railway Historical Society to present the 2010 Boston Trolley & Transit Meet, held May 21–23, 2010 in Wakefield and Roslindale, Massachusetts.

After the NRHS was no longer able to present the event on their own, the other organizations stepped in to keep the long-standing Boston traction tradition alive. Representatives from all four organizations, including Seashore’s Tom Santarelli, formed a planning committee, which worked a tight time frame of late January to May to pull the meet together. Finances were handled jointly by Seashore and BSRA in a “50/50” split, managed by their respective Treasurers, Jeffrey Sisson and Charles Bahne, Jr., while logistics were supported by the NRHS and BSSME, who also opened their club room in Roslindale for meet attendees at an open house.

In the planning process, it was also decided to expand the breadth of the meet to include transit vehicles (therefore becoming the “Boston Trolley and Transit Meet”). To support the expansion, Seashore Trolley Museum, the MBTA, and private collectors sent vintage transit

Above: Another storage container for interim secure storage of library material arrives. ER

Above: An overhead view of the Boston Trolley Meet held at the Americal Civic Center in May in Wakefield, MA. The well-attended event was jointly sponsored with three other organizations. JS

Below: As an additional point of interest a number of historic buses were displayed outside the hall. From left a 1957 GM bus restored by Boston MBTA employees; a more modern GM model from Seashore; and a west coast Crown Coach tandem axle school bus owned by a Seashore member. JS
The meet exposition itself was held at the civic center in Wakefield, and featured 20 vendors and eight exhibitors, including the four sponsoring organizations and a large layout from the East Penn Traction Club. The NRHS’ Tony Tieuli held the traditional Model Contest, which was also expanded to include transit vehicles (and structures), and clinics and presentations provided attendees with some up-close-and-personal experiences, including a “Seashore update” slideshow by Jim Schantz. Attendance at the meet consisted of about 400 people from around New England and beyond. Show staff was made up of a number of volunteers from all four organizations, and the meet ran smoothly because of their tireless efforts.

As the weekend drew to a close, it became apparent to those involved that the meet was a great success. Despite a number of last-minute complications, the organizing committee was able to produce a memorable weekend for all involved, and is already planning the 2012 edition.

The Museum thanks all who attended and helped make the Meet happen. The site www.bostontrolleymeet.com was soon being updated with plans for the 2012 Meet.

---

**Pumpkin Patch Trolley**

*Matthew Cosgro, Pumpkin Patch Event Coordinator*

With the Pumpkin Patch Trolley event in its twelfth year, Seashore’s name is known in the community for hosting the event to which you want to bring the entire family. This word-of-mouth advertising, in addition to the support from marketing agency KG Partners in Portland, lead to the highest ever attendance for Pumpkin Patch.

A big thank you goes out to the 97 individuals who helped with Pumpkin Patch Trolley. Throughout the event, our volunteers were assisted by students, mostly from Kennebunk High School, with a large contingent from that school’s girls’ field hockey team. With community service being a requirement for high school graduation at many of the area schools, our special events provide opportunities for the students to get involved with community service. Recognizing the importance of volunteering in the community, we worked with Kennebunk House of Pizza to provide lunch to all our volunteers.

The two biggest supporters of the event each have unique roles in the event. Kennebunk Savings continues to contribute to Pumpkin Patch Trolley each year, which helps offset the costs associated with operating the event. Anderson Farms does an amazing job keeping our field stocked with pumpkins. Ed and his staff at the farm are always ready to help us where they can, especially if we find ourselves in a situation Saturday afternoon and need more pumpkins for Sunday.

We are very lucky to have neighbors such as the Wentworth family. The family allows the Museum use of their field adjacent to Meserve’s Crossing for Pumpkin Patch Trolley. This provides us the venue that everyone enjoys and allows us to demonstrate the nature of streetcar travel, including moving freight.

With great weather all four days and a hearty crew of volunteers we pulled off a successful fundraising event. Compared to the wet weekends in 2009, the sunny weather this year brought in 2,483 visitors. The second Saturday of the event ended up being our busiest day, with 752 admissions and a passenger count on board the cars of over 1,000.
Return of Ghost Trolley
Matthew Cosgro, Ghost Trolley Event Coordinator

There’s one event that many in the Kennebunks remember and associate with the Museum. Ghost Trolley was last run in 1997, but through the years, even recently, we still get the occasional question, “Do you still do Ghost Trolley?” There are probably many new members who did not realize that we used to run a Halloween event (1990–1997).

After making plans and preparations through the summer, 2010 marked the return of the event. With the need for fundraising activities that do not solely rely on membership donations and for increasing community involvement, it was time to bring back Ghost Trolley—hopefully bringing it back as a regular event.

One key prop we knew we needed was a bus for a staged accident and something to flash its lights and blare on the horn. The Bus Department ultimately set up two buses for the event. One was up on blocks so the headlights could shine into the passing streetcars, with an air horn connected to the headlight switch so that when turned on the headlights and air horn came on at the same time. The other bus, located on the opposite side of the tracks was outfitted with flickering lights that resembled fire and two smoke machines.

The first night of the event served as a learning curve as everyone sought to find the rhythm of the event. By the completion of the night’s activities, we had mixed reviews from our visitors. A critique meeting was held following that evening to determine where to make needed improvements based on visitor feedback. The manner in which the volunteers came together and transformed the event overnight was astounding. For the next three nights all our visitors thoroughly enjoyed themselves, commenting that the ride was really scary or was extremely fun.

One of the additions to the event that came from the first night’s critique meeting was expanding on the story at Meserve’s Crossing. Twin Cities No. 1267 was placed north of the platform and on cue while the tale of the Ghost Trolley was told, the lights were turned on and the whistle blew. At this point our ghouls would then come walking up the platform taunting the railway worker telling the story, the streetcar crew, and the visitors. The railway worker was ultimately pulled from the streetcar and the visitors headed back to safety.

Apparently this worked out very well for our visitors, who enjoyed the little performance and also thought this was going to be the worst of it. Little did they know what was to happen a little later when the streetcar they were riding stopped at McKay’s Crossing. The streetcar crew could stop and check on the bus that had crashed alongside the tracks, providing an opportunity for ghouls to hop aboard and abduct a planted actor. Sometimes a ghoul would be trapped on board and cause some screams, only to be kicked off at Morrison Hill station.

For the two weekends (Friday and Saturday nights) the event ran, we had about 30 to 35 volunteers each night for acting/scaring, railway operations, and other event functions. Overall, there were 73 individuals from both our membership and the local community who volunteered their time for this event. Admissions for the four nights came to 376. While the turnout was small compared to prior Ghost Trolley nights, the small crowds allowed us to learn and adapt since many of the volunteers had not been involved in the past events. Ask anyone who worked Ghost Trolley this year and they will tell you that they worked hard, but at the same time had an enjoyable time bringing a new experience of the Museum to visitors of all ages.

The following businesses supported the return of Ghost Trolley; Red Apple Campground, Public Service of New Hampshire, and Jennifer Lynne Designs.
Lowell Operations Report

Roger E. Somers
Superintendent of Railway Operations—Lowell

This year began our seventh year of operations for New Orleans Public Service No. 966 at Lowell. The car arrived in Lowell on June 19, 2003 and almost immediately went into service on weekends. Initially, we operated as an extra car and moved around the system without a specific schedule. However, after the first couple of years of proving our capabilities, No. 966 began to operate to the “B” car schedule which is still followed today. The “A” and “B” car schedules are very similar and offer a variety of shuttle runs, boat tours, etc. The schedule varies during the operating season based on the requirements for boat tour and other city and mill tours that are offered including the water power exhibit in the Wannalancit Mill.

Our primary operating season is on weekends from Memorial Day Weekend until Columbus Day weekend and now includes operating on three-day holiday weekends. There are special events that are handled outside of the normal schedule such as the “Doors Open Night” on a Friday evening in mid-May where the city’s museums are open to kick off the season or the special “History Tour” that took place on a weekday in June. The largest event each year is the Lowell Folk Festival held on the last weekend in July. The National Park trolleys handle frequent double header shuttle trips from the Visitors Center Platform to the performance stage at Boarding House Park. This allows attendees to go from one end of the Festival to the other. Our No. 966 handles all the boat tours which are largely sold out all day plus we offer rides between tours. The car was right at home for this year’s event as it was extremely hot and humid which made for a very difficult day for all volunteers.

We have a very dedicated staff of volunteer operators and we continue to add new members every year. The yearly safety seminar was held in the Spring on No. 966 for all operators and the car is now quite full for those very important sessions. Most of the operators that have started in Lowell have gone on to volunteer their time to operate at Seashore. Along the way our crews met with folks from almost every state in the U. S. plus visitors from Brazil, France, Germany, Japan, England, Italy, and many other places. All seemed to recognize that No. 966 is from New Orleans.

In order to promote Seashore and the National Streetcar Museum exhibit in the Mack Building, this year a “T” Shirt was produced with a photo of NOPSI No. 966 on front with the phrase “I Rode New Orleans Streetcar 966 at the Lowell National Historic Park” emblazoned around the photo. The shirts are offered in several child and adult sizes. One is displayed on No. 966 and the only place to buy them is in the exhibit.

Late in the operating season the Park’s closed car No. 4131 suffered a motor failure taking it out of service. So No. 966 was pressed into service on some of the days when it would have been impossible to operate an open car due to the weather. Maintenance on No. 966 is provided by our volunteers and the car receives regular cleaning and lubrication throughout the season. At the end of this year we started a project to repaint some areas of the car and wax the exterior plus to perform a detailed inspection of the car’s roof.

Above: New Orleans No. 966 in front of the Boot Mills in Lowell. Operating the car on the Lowell National Historical Park’s line provides a unique opportunity to interpret the Museum’s collection in an urban area, on track paved with granite Belgian blocks, a scene typical of early streetcar operation. RS

Below: New Orleans No. 966 on Bridge Street in Lowell in front of the fully rehabilitated Massachusetts Mills complex. Seashore continues its participation in planning for an extended streetcar system in Lowell which would serve the urban center and provide even more interpretive possibilities. KM
Conservation Report

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

Highlights and issues of the year

• Connecticut Company closed car No. 1160: Operated for the first time since 1987

• Boston Elevated Railway Center-Entrance No. 6131: Restoration resumes after 22 year hiatus

• Middlesex & Boston single truck streetcar No. 41: Moved into shop, untarped, and restoration started

• Chicago Surface Lines streetcar No. 225: Two motors rebuilt, installed and car operates again

• Boston Elevated Railway Type 5 No. 5821: Overhauled motor installed–operates again after four years

• DC Transit PCC car No. 1304: Interior restoration largely completed and low voltage circuits made operational

• Philadelphia PCC car No. 2709: Roof rebuilt, motor problem solved, car operates for Ghost Trolley

• Connecticut Company open car No. 838: Motor number 1 overhauled, operates properly (Before No. 838 can operate truck number 2 needs rebuilding and all wiring replaced)

• Seat construction contract for San Francisco Municipal Railway car No. 1 completed

• Aroostook Valley Railroad interurban No. 70: Rebuilding of seats, now ready for installation.

• Locomotive D-1: Engine rebuilding and repainting completed and engine operates again

• Town House Shop roof: Concerns about its continuing viability

The year 2010 was again a very busy one for the restoration shop. Its five person paid staff worked in conjunction with a number of volunteers on at least 25 trolley restoration and maintenance projects. This scale of projects brings with it a great sense of satisfaction for those completed but also brings the complication of keeping projects separated and moving.

Connecticut Company wooden closed car No. 1160 operated for the first time, on Annual Meeting day, since its 23-year restoration began in 1987. Its reconstructed electric heaters now operate properly as does its portable Golden Glow headlight. Lighting, Providence fenders, and hand brake system also have been brought into operation. New roll signs were fabricated and installed and the lettering and striping on the outside of the body were applied. Other areas completed were the motor circuit breakers, buzzers, motorman’s curtains, and exterior signs. The entire inside was varnished.
Boston Center-Entrance No. 6131: When funding for the project ran out in 1988, No. 6131 was put into storage with its interior filled with many components awaiting installation. Resumption of the project first involved removing and sorting the various parts and clearing the body to give crews access to the body shell and framework. Because it had not been completely painted, most of the lower body had to be de-rusted and given a good coating of primer and paint. As the goal is to demonstrate a two-car train of these cars, whenever parts are fabricated, a second set is made for sister car No. 6270. The largest examples of this so far are the steel body bolsters—complex assemblies of heavy plate steel and pressings, hot-riveted together. Those for No. 6131 have been mounted on the car and No. 6270’s were painted and placed in storage.

Framework for No. 6131’s couplers has been rebuilt and overhauled couplers were mounted. The badly corroded end T-posts were repaired and are ready for the final steel sheathing plates to be riveted in place as are the seat support angles running along both sides of the body. (Because No. 6270’s body, although nominally complete, is on the verge of collapse due to accumulated corrosion, a steel exoskeleton or “body bands” was fabricated around the body, keeping it whole.)

In storage in Central Carhouse, No. 6270, acquired complete in 1954 unlike No. 6131 which was converted to a sand car, serves regularly as a reference for dimensions, component locations, and interface between parts. In the winter, this involved many trips often through waist deep snow. We do have available wiring and air piping diagrams as well as some component blueprints, which are used in conjunction with those “field” trips.

Overhaul, assembly, testing, and mounting of No. 6131’s ABPC control box were completed, readying the car for installation of under-floor wiring. When No. 6131 came into the Shop it had the K-control for single-unit operation used in its sand car configuration. The ABPC control will allow it to operate in multiple-unit service (train) with No. 6270.

Middlesex and Boston No. 41 was brought into the Shop in November and unveiled, by removing the protective tarpaulin, for an interested group of Seashore members and for a visiting group of friends from the Boston suburbs who had an interest in this trolley from their area. Because of the way it was stored for years, the ends of the car had sagged, developing an eight inch “humpback.” By supporting it nearer the ends this has been reduced to two inches and, over time, it should drop to nearly straight. Before any restoration is done a careful survey of the car’s condition must be made.

Chicago Surface Lines No. 225: Traction motors 3 and 4 have been overhauled by A. C. Electric of Auburn, ME, and are now installed.

Washington PCC No. 1304: Work on this volunteer project focused on the interior of the car as many details removed during the car’s second life as an automated control test car at GE were replaced. This included the motorman’s curtain assembly, the farebox and the small partition on which it is mounted, missing window cranks, reconstruction and upholstering of the single seats, and application of final internal lettering. The missing bracket for the car’s distinctive conduit plow (that drew electricity from contacts below the street) was retrieved and installed from secondhand Washington trucks purchased by the MBTA decades ago, then acquired by Seashore. The car’s low voltage and compressed air systems were brought back to life. The final major task to complete restoration is...
making the car operational, which involves the very arduous process of reversing the many undocumented changes to the control system made by General Electric, rendered more difficult by the absence of drawings of the car’s original wiring. The goal is to have the car essentially complete and operational in 2011.

Philadelphia PCC No. 2709: This car has been plagued by roof leaks and a motor short-circuit. What started as a simple patch job on the car’s steel roof grew to include the repair of a number of rusted out areas, replacement of the rubber roof mat, and new trolley boards. The defective traction motor was replaced with a spare and the car operated without incident during Ghost Trolley.

Connecticut Company open car No. 838: Over the years this car has received significant component overhauls but, because of the age of its motors (the oldest in the operating fleet—105 years) and wear on its trucks, still more work was required. A volunteer painted, striped and lettered the body. Its no. 1 traction motor was overhauled and installed. Remaining is overhaul of the second truck and replacement of all wiring.

Eastern Mass. Street Railway deluxe lightweight No. 7005: When the car entered the Shop, there was very little connection between the upper and lower sections of the body. The vertical T-posts at each window were rusted away. To stabilize the car, a wooden framework was erected, supporting the roof while the lower part of the body was rebuilt. The rebuilding involved replacing the angle iron side sill running along the bottom of each side as well as significant portions of the steel sheathing. The roof was stripped of trolley boards, ventilators, wiring, and canvas. Many of the components such as window sash, seats, and smaller accessories were placed in a container for safe storage. The T-posts have had new sections welded in replacing the rusted-out areas. With the acquisition of better riveting and welding equipment, body work can be done more rapidly, with less energy. Much of the welding is done with small, easily portable welders powered by ordinary 110 volt circuits.

Thanks to the Pullman Library of the Illinois Railway Museum, we now have a nearly complete set of blueprints for the construction of the car. These have been scanned and laminated for convenience and use.

Denver & South Platte Railway Company Birney car No. 1: As work was proceeding on replacement of the car’s wood roof, it became obvious that the car body was wracked to the point the roof would not be straight if work continued. This led to replacement of corner posts and underframe steel. The early Seashore-applied structural patches over the floor line corrosion (“lightweight disease”) were too weak to maintain rigidity. This meant the original steel side sheathing will have to be removed and replaced. The window sash and doors have been repainted and are ready for re-installation.

Wheeling Traction Company Curved-side No. 639: This car has had the most extensive restoration of any in the Museum’s collection. However there are many details that were worked on even after its dedication last year. These include production of all new roll signs using Seashore-developed fonts. The destinations are representative of
where the car ran on the Wheeling streetcar system. Refinements are still being made to the car’s brake system.

**Philadelphia Nearside No. 6618:** All but five of its window sash have been removed, overhauled, and refinished—with varnish inside and maroon enamel on their exteriors. The long-sagging front vestibule has been straightened; its deteriorated vestibule posts repaired and re-installed; and the steel panels enclosing this area have been repainted authentic PTC green and installed. The interior woodwork has been removed and refinished.

**Bay State semi-convertible No. 4175:** Its four cherry double-panel doors and associated frames have been modified so they open and close properly. (When the car came to Seashore it still had its four-panel bi-fold doors from the one-man period.) Many interior finishing touches have been made to the car body.

**Boston Elevated Railway 25-foot box car No. 396:** With repairs to one of its outer platform knees the sagging platform has been straightened. The inner platform knees (4) are in need of repairs/replacement before the car can return to regular service.

**Cleveland Railway center-entrance No. 1227:** Its coal hot-air furnace, donated by the Museum of Transport in St. Louis, was assembled. Because it had been acquired in “crushed” condition, it will be for display only in the car. A local sheet metal shop fabricated the chimney and ducting pipes. The number 2 traction motor received a complete overhaul including a rewound armature, while the other received a lesser overhaul. The car operates very well except as it passes through the self-guarded frogs at Talbott Park, due to its wide (3½ inch) wheel treads. Still to do are setting a power cut-off for emergency situations, installing the stove and piping, wiring in its blower motor, and devising and installing trailer car electrical connections.

**Blackpool Corporation Transport double-decker No. 144:** A good start was made on stripping and refinishing the “upper saloon” of this classic British double-deck tram.

**Brooklyn Rapid Transit convertible No. 4547:** For a number of years the armature from one of its motors was misplaced. It was subsequently located and overhauled by A. C. Electric. Both of its K28 controllers are being overhauled in-house.

**Boston MTA line car No. 3283:** A careful inspection of the car’s equipment showed its motors needed work. The motor suspension (axle) bearings have worn beyond tolerance. Eight new bronze bearings were cast and await in-house machining before being installed.

**Sydney, Australia “P” class No. 1700:** Thanks to the ease of communication made possible by email and great assistance from Australia’s Sydney Tramway Museum, we have received a number of blueprints and about 20 advertisements for mounting in the car. The electronic copies were color copied, laminated and installed in the car. These add greatly to 1700’s authenticity.

**Eastern Mass Street Railway No. 4387:** A detailed curatorial survey has been made of the car’s condition. This is in preparation for future restoration and repair of its defective traction motor.

**Atlantic Shore Line Railway locomotive No. 100:** We are becoming familiar with the operation of this locomotive’s ancient primitive air brake system allowing us to diagnose and repair several problems. A number of missing small components were installed. We have found that its brake shoe slack adjusters hang quite low and run into guard rails at certain areas. This has somewhat restricted the areas in which it can run. To make it more universally acceptable on all track, the braking system on its trucks will have to be modified.

**Detroit Peter Witt No. 3876:** Eight broken window sash with which the car arrived, have been glazed and installed. Meanwhile the car’s sponsor cleaned the interior and repaired the doors.

**Locomotive No. D-1:** This useful piece of equipment had its Caterpillar D-7 diesel engine rebuilt including piston rings, cylinder liners, and air compressor. The magneto in its starting motor was overhauled. It is now painted in a striking tangerine and black scheme.

**Maine Collection Survey:** In preparation for seeking funding for their restoration in the manner of A. S. L. No. 100, curatorial surveys have been made of the other cars in the Maine Collection: Mousam River Railroad freight trailer No. 8, Biddeford & Saco open No. 31, Waterville double-truck Birney No. 60,
A crew of five clamp a freshly steamed board for the end of Boston Type 5 5821’s roof to a form before the piece cools and stiffens. DC

In cooperation with Gales Creek Enterprises of Oregon, Seashore has helped with the development and production of 10,000 bulbs by the last U.S. manufacturer capable of producing these bulbs, commonly found in the majority of streetcars (sisters to Seashore’s No. 966) running. His innovations and insistence on quality and accuracy were an inspiration. We have written a detailed account of the visit which should be of interest to people who would like to know about the New Orleans operation. It is available on the Museum’s website.

Electrical improvements: Newly installed three-phase outlets in the north end of the Shop ensure more flexibility and fewer extension cords running across the floor. Fixtures and wiring were improved to upgrade the wiring.

Work Opportunities is an organization which introduces special needs individuals into the world of work. Under their supervisor, we have a crew of three to five who regularly empty trash, keep the floors clean, sandblast and paint small parts, install protective tarps on cars which must be stored outside, and perform a myriad of other tasks at no cost. We are grateful to have their assistance while helping to develop their workplace skills.

The Pettibone “Speedswing” diesel crane has had its two lift cylinders rebuilt and installed, greatly reducing hydraulic oil leakage.

ARM – Maryland – “Things we’ve learned:” As part of the annual Association of Railway Museums conference Seashore put on a presentation describing the various techniques used in Town House Shop including painting and

Traction motor overhauls were completed for Chicago No. 225 (2), Connecticut Co. No. 838 (1), Boston No. 5821 (1), and Cleveland No. 1227 (2), making a total of 19 motors overhauled by A. C. Electric since we began this program. There are still many to be done including those for Montreal observation car No. 2 (2), Chicago North Shore and Milwaukee interurban No. 420 (1), and Oshawa locomotive No. 300 (1). Inspections identify low insulation resistance and worn bearings, forcing some cars to be taken out of service or permitted to operate only on special occasions.

Insulation resistance is determined using a megohmmeter (megger) which supplies a 500 or 1,000 volt current, which measures the tiny amount of current flowing to ground. Each motor on a car to be operated is checked and the megger produces a chart which becomes a part of the car’s permanent record. Before the car is operated warm air is passed through its motors to dry them out, thereby increasing their insulation resistance. To make this easier A. C. Electric is installing silicone rubber heaters in the frame of each motor they overhaul. These heaters are easily plugged into 110 volt outlets rather than using a less efficient external cube-type heater. These tests also measure the quality of all the wiring in the motor and control circuits.

Replica 56-watt street railway bulbs: In cooperation with Gales Creek Enterprises of Oregon, Seashore has helped with the development and production of insulation resistance is determined using a megohmmeter (megger) which supplies a 500 or 1,000 volt current, which measures the tiny amount of current flowing to ground. Each motor on a car to be operated is checked and the megger produces a chart which becomes a part of the car’s permanent record. Before the car is operated warm air is passed through its motors to dry them out, thereby increasing their insulation resistance. To make this easier A. C. Electric is installing silicone rubber heaters in the frame of each motor they overhaul. These heaters are easily plugged into 110 volt outlets rather than using a less efficient external cube-type heater. These tests also measure the quality of all the wiring in the motor and control circuits.

Replica 56-watt street railway bulbs: In cooperation with Gales Creek Enterprises of Oregon, Seashore has helped with the development and production of 10,000 bulbs by the last U.S. manufacturer capable of producing these bulbs, commonly found in the majority of streetcars (sisters to Seashore’s No. 966) running. His innovations and insistence on quality and accuracy were an inspiration. We have written a detailed account of the visit which should be of interest to people who would like to know about the New Orleans operation. It is available on the Museum’s website.

Electrical improvements: Newly installed three-phase outlets in the north end of the Shop ensure more flexibility and fewer extension cords running across the floor. Fixtures and wiring were improved to upgrade the wiring.

Work Opportunities is an organization which introduces special needs individuals into the world of work. Under their supervisor, we have a crew of three to five who regularly empty trash, keep the floors clean, sandblast and paint small parts, install protective tarps on cars which must be stored outside, and perform a myriad of other tasks at no cost. We are grateful to have their assistance while helping to develop their workplace skills.

The Pettibone “Speedswing” diesel crane has had its two lift cylinders rebuilt and installed, greatly reducing hydraulic oil leakage.

ARM – Maryland – “Things we’ve learned:” As part of the annual Association of Railway Museums conference Seashore put on a presentation describing the various techniques used in Town House Shop including painting and

Traction motor overhauls were completed for Chicago No. 225 (2), Connecticut Co. No. 838 (1), Boston No. 5821 (1), and Cleveland No. 1227 (2), making a total of 19 motors overhauled by A. C. Electric since we began this program. There are still many to be done including those for Montreal observation car No. 2 (2), Chicago North Shore and Milwaukee interurban No. 420 (1), and Oshawa locomotive No. 300 (1). Inspections identify low insulation resistance and worn bearings, forcing some cars to be taken out of service or permitted to operate only on special occasions.

Insulation resistance is determined using a megohmmeter (megger) which supplies a 500 or 1,000 volt current, which measures the tiny amount of current flowing to ground. Each motor on a car to be operated is checked and the megger produces a chart which becomes a part of the car’s permanent record. Before the car is operated warm air is passed through its motors to dry them out, thereby increasing their insulation resistance. To make this easier A. C. Electric is installing silicone rubber heaters in the frame of each motor they overhaul. These heaters are easily plugged into 110 volt outlets rather than using a less efficient external cube-type heater. These tests also measure the quality of all the wiring in the motor and control circuits.

Replica 56-watt street railway bulbs: In cooperation with Gales Creek Enterprises of Oregon, Seashore has helped with the development and production of 10,000 bulbs by the last U.S. manufacturer capable of producing these bulbs, commonly found in the majority of streetcars (sisters to Seashore’s No. 966) running. His innovations and insistence on quality and accuracy were an inspiration. We have written a detailed account of the visit which should be of interest to people who would like to know about the New Orleans operation. It is available on the Museum’s website.

Electrical improvements: Newly installed three-phase outlets in the north end of the Shop ensure more flexibility and fewer extension cords running across the floor. Fixtures and wiring were improved to upgrade the wiring.

Work Opportunities is an organization which introduces special needs individuals into the world of work. Under their supervisor, we have a crew of three to five who regularly empty trash, keep the floors clean, sandblast and paint small parts, install protective tarps on cars which must be stored outside, and perform a myriad of other tasks at no cost. We are grateful to have their assistance while helping to develop their workplace skills.

The Pettibone “Speedswing” diesel crane has had its two lift cylinders rebuilt and installed, greatly reducing hydraulic oil leakage.

ARM – Maryland – “Things we’ve learned:” As part of the annual Association of Railway Museums conference Seashore put on a presentation describing the various techniques used in Town House Shop including painting and

Traction motor overhauls were completed for Chicago No. 225 (2), Connecticut Co. No. 838 (1), Boston No. 5821 (1), and Cleveland No. 1227 (2), making a total of 19 motors overhauled by A. C. Electric since we began this program. There are still many to be done including those for Montreal observation car No. 2 (2), Chicago North Shore and Milwaukee interurban No. 420 (1), and Oshawa locomotive No. 300 (1). Inspections identify low insulation resistance and worn bearings, forcing some cars to be taken out of service or permitted to operate only on special occasions.

Insulation resistance is determined using a megohmmeter (megger) which supplies a 500 or 1,000 volt current, which measures the tiny amount of current flowing to ground. Each motor on a car to be operated is checked and the megger produces a chart which becomes a part of the car’s permanent record. Before the car is operated warm air is passed through its motors to dry them out, thereby increasing their insulation resistance. To make this easier A. C. Electric is installing silicone rubber heaters in the frame of each motor they overhaul. These heaters are easily plugged into 110 volt outlets rather than using a less efficient external cube-type heater. These tests also measure the quality of all the wiring in the motor and control circuits.

Replica 56-watt street railway bulbs: In cooperation with Gales Creek Enterprises of Oregon, Seashore has helped with the development and production of 10,000 bulbs by the last U.S. manufacturer capable of producing these bulbs, commonly found in the majority of streetcars (sisters to Seashore’s No. 966) running. His innovations and insistence on quality and accuracy were an inspiration. We have written a detailed account of the visit which should be of interest to people who would like to know about the New Orleans operation. It is available on the Museum’s website.

Electrical improvements: Newly installed three-phase outlets in the north end of the Shop ensure more flexibility and fewer extension cords running across the floor. Fixtures and wiring were improved to upgrade the wiring.

Work Opportunities is an organization which introduces special needs individuals into the world of work. Under their supervisor, we have a crew of three to five who regularly empty trash, keep the floors clean, sandblast and paint small parts, install protective tarps on cars which must be stored outside, and perform a myriad of other tasks at no cost. We are grateful to have their assistance while helping to develop their workplace skills.

The Pettibone “Speedswing” diesel crane has had its two lift cylinders rebuilt and installed, greatly reducing hydraulic oil leakage.

ARM – Maryland – “Things we’ve learned:” As part of the annual Association of Railway Museums conference Seashore put on a presentation describing the various techniques used in Town House Shop including painting and
finishing systems, motor testing, and hot riveting.

**Handicapped restroom and eye-wash station** located in the downstairs machine shop is now in operation.

**Shop roof concerns:** With numerous leaks, ice dams and ice buildup, and deteriorating aluminum and fiberglass skylights, the roof needs replacement. We are exploring the viability of the current structure and/or total replacement with another system.

**Shop Committee:** This was formed to coordinate the work of the Shop and communicate with the Board of Trustees on progress, curatorial issues, and project scheduling and financing.

**Report on visit to the National Tramway Museum at Crich, U.K.:** Donald Curry, on his fourth visit to Crich, spent a week there working with the staff; recording their methods of restoration, maintenance, and operation; and their safe methods of work. He gave a presentation at Seashore on Annual Meeting day and for the Shop staff. Much of what was learned is used as a standard to which Seashore compares its work and operations.

**Metal working machines service and tune-up:** With the help of a professional machine repairman, the various machines are being repaired as needed and brought back to proper operating standards.

---

### Parts Department Report

**Daniel Cohen, Director of Parts Department**

The Parts Department performs an important function for the Museum as it researches, finds sources, organizes, secures, and furnishes parts used in restoration projects and consumable parts that support the maintenance and repair of vehicles of all types operated at the Museum.

In Boston the MBTA's Western Flyer electric trackless trolley fleet was fully replaced this year with new low floor trackless trolleys. The Museum acquired examples of these vehicles and the Parts Department acted to support them. Parts Department research showed that most of the General Electric control system parts on the Flyers were the same as several of our older coaches such as Johnstown Brill coach number 713. Interestingly, further research revealed the motor resistors were exactly the same as those on our Cedar Rapids and Iowa City high speed interurban No. 118.

A number of work cars and some passenger cars have been acquired over the years by the Museum for their parts. We dismantled and salvaged usable parts from two flat cars and former Boston rail crane 1594 this year.

We worked with many of our fellow museums to organize, acquire, and move many valuable old parts from the dissolution of the Gerald Brookins trolley collection once located at a mobile home park near Cleveland, Ohio. This collection was later moved to the Cleveland lakefront where efforts to reopen it under the name Lake Shore Electric Railway were ultimately unsuccessful.

We also acquired a number of old fare registers, fare boxes, electrical parts, manuals, and parts catalogues from private collectors.

Our Boston Pullman trackless trolley No. 8361 needed several windows replaced but we could not locate a supply of two obsolete cross-sections of rubber glazing material to hold the new glass in place. We located a specialty rubber manufacturing company in nearby New Hampshire. Their engineering department, using samples of the original glazing rubber, produced new dies to extrude the needed shapes. This project was funded with Parts Department funds and was completed with the installation of the new glass. Several other vehicles in the Museum collection will benefit from this project.

As well as providing parts for our own restorations the Parts Department coordinates trades with other museums around the world and is active with the Association of Railway Museums Parts Committee.

The Department also made possible the acquisition of a supply of no-longer-made 56 watt street railway light bulbs which were recently reproduced and are used in most of our cars.

The Department facilities were improved with the installation of a motorized main door for the 60 by 102-foot parts warehouse. An additional pallet rack was added inside the building allowing more precious parts to be protected within the confines of the building. Also, steel shelving is being added in the many 40-foot overseas shipping containers maintained for the organization and storage of smaller parts.

Traditionally, streetcar parts were brass castings, varnished wooden components, compressor rings, etc. The Department has had to keep up with the times with the addition of circuit cards, diodes, integrated circuit units, and other solid state devices which often become unobtainable in short periods of time after the vehicles are retired. These items are kept in the warehouse which has the most favorable temperature and humidity conditions.
**Traditional Detroit Streetcar Acquired by Museum**

Frederick J. Maloney

The acquisition of City of Detroit Department of Street Railways (DSR) Peter Witt streetcar No. 3876, of 1930, is of particular importance to the development of The National Collection of American Streetcars. For over 50 years Detroit has been, by far, the largest American city not represented in the Museum collection. The city’s peak population approached 2 million in 1950, while its street railways peaked in 1930 at 534 track miles and 1776 cars, with almost all of the system within the city limits.

This signature car is one of a huge fleet of 781 two-man single-engine Peter Witt cars procured from six carbuilders over 14 orders from 1921 to 1930. No. 3876 is one of 130 cars from the final order, built by St. Louis Car Company. All but the initial 50 cars had various forms of the distinctive Detroit feature of large protruding flat angular front destination signboxes with multiple signs. The later orders also had sun visors.

After World War II No. 3876 was one of a relatively modest number of cars to have center conductor stands removed in conversion to one-man operation. The last few Peter Witt cars were retired in early 1954. In spite of the then-recent modernization of four key routes, conflicted transit policies resulted in the end of streetcar service in 1956. The large PCC car fleet was sold to Mexico City, where most cars ran for over 20 years. Late in 2010 significant federal funding was awarded to Detroit for a planned new light rail line, with mostly streetcar operating characteristics, running along the route of the city’s last first generation streetcar line, on Woodward Avenue.

While numerous representative streetcars are preserved from almost all of the country’s largest older cities, which had extensive and long-lived street railways, the preservation movement virtually overlooked Detroit. This was in spite of the survival into the post-World War II era of most of the system, with a wide variety of car types in use as passenger or work cars. Only two conventional streetcars survived into preservation. It is ironic that both cars are now in their second post-retirement homes. Indeed, with each car having had an uncertain future, at different times years ago, both survivors had been approved for acquisition by Seashore’s Board. The other car, No. 3865, is now at the Illinois Railway Museum, after its initial preservation by the Henry Ford Museum.

No. 3876 was acquired in 1954 by Detroit area transit enthusiasts for preservation at the Ohio Railway Museum (ORM), in Worthington. The car was nicely restored, and operated for visitors for at least a decade. It was eventually eclipsed by a restored double-end Columbus car which could be operated more easily as the ORM line has no turning loops.

In 2009 ORM deaccessioned No. 3876, and kindly sold the car to Seashore for a reasonable price. In May the car was loaded onto a trailer in a major logistical effort by members of ORM, Shore Line (CT), Northern Ohio Railway Museum, and Seashore’s rapid transit department. The rig was driven to Maine by legendary streetcar mover Jim Lilly of Philadelphia.

We are very grateful for the large measure of inter-museum expertise and hard work which resulted in the car coming to Seashore. On arrival at the Museum, the car was inspected and cleaned. Although No. 3876 requires heavy restoration, it is fully complete and intact, even though it was out of service for decades at ORM.

The car’s primary sponsor has committed to underwriting restoration of the car, with No. 3876 now included in the Society’s five-year restoration program. Meanwhile, as a great assist, one of the Society’s foremost activists and benefactors, has afforded the car indoor storage space to eliminate the need for full tarping of No. 3876 pending expansion of carhouse space. Thus the Detroit car is available for any degree of inspection or preliminary work by shop staff at any time pending its move to the shop.

**Bus Department Report**

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

In 2010 Bus Department activities were once again wide ranging and varied, with many focusing on special events both on property and off.

**NEBA**

For the first time in its 75 year history, the New England Bus Association chose to hold its annual convention in the State of Maine for 2010. This provided a unique opportunity for Seashore to host the group by offering our grounds for their Lobster Bake. This special luncheon was professionally catered and was attended by about 90 association members most of whom are the northeast region owners, operators, and associates of the motor coach charter business. Most tour group visits to Seashore likely originate with, are operated by, or at least in some way directly involve members of this group. For many delegates this was the first time they had visited either Kennebunkport or our Museum.

Special shuttle service was provided for the group using Boston Elevated Railway No. 396 and a special display of antique buses provided a backdrop for the lunch. The group was then treated to a local tour of the Kennebunks before they headed back to Portland for their evening itinerary.

**Boston Day**

To coincide with the 2010 Boston Trolley and Transit Meet, a special event was

Below: Preparations are made to unload Detroit Peter Witt No. 3876 after its long journey from its prior home at the Ohio Railway Museum. The car represents a leading streetcar era city. On the back cover is a view of a sister car in service. JS
scheduled in June featuring many pieces of Boston equipment. Highlighted was the return to service of our Boston Type 5, No. 5821; Boston Elevated Railway No. 396; and a special roll out of Boston PCC No. 3127.

**Air Show**
Earlier in June, Seashore was invited back to the air show at the Portland Jetport. Wanting to leave as big an impression as possible, the choice was made to show off our 60-foot Hamilton Street Railway GM articulated bus. The coach is a work in progress, having been out of service for an extended time before its eventual preservation at Seashore. A concerted effort to get the coach show-ready began with only a couple of weeks notice. A preliminary interior display was prepared for the event and the bus received a thorough cleaning and routine maintenance.

**“A Seat for Everyone” Exhibit**
Initial installation of a new mobile exhibit combining civil rights and transportation history was accomplished using former DC Transit GM New Look No. 6481. The project was inspired by the recent participation of students from Portland’s King Middle School and Maine College of Art in sharing artwork reflecting their impressions from reading the book *Claudette Colvin: Twice Towards Justice* by Phillip Hoose. The book and its story are also highlighted in the Museum’s Exhibit Room.

The bus hosts artwork panels originally mounted in Portland city buses as a rolling exhibit for regular bus riders. Using our vintage Washington, DC bus brings the historic relevance of both a key location and a pivotal time period in the civil rights revolution. Exhibit mobilization opens opportunities for the lessons and learning from this exhibit to travel to schools, other organizations, and special venues. The exhibit was used to demonstrate the potential of using this bus for taking an educational program related to the restoration of the Portland–Lewiston No. 14, the Narcissus to the communities near the Portland–Lewiston Interurban’s former route.

**Loop construction**
Substantial progress was made for our trackless trolley extension on both overhead wire and roadway. The planned route will perform double duty by serving as the on-property route for both trackless trolley and motor bus operation. In the spring our visiting Swiss trackless trolley crew arranged with Kennebunk Light and Power for the purchase and installation of nearly 20 new poles along the proposed route. Most of the backguy anchors were also installed at the same time. Also taking advantage of a distant member’s vacation visit, work began in earnest to clear out the lower end of the bus parking lot which will become the second loop for the circuit. A row of Walter trucks and some long dormant buses...
were moved and preparation was made for more moves to be made later. The area received preliminary grading so that work may continue in 2011.

**Boston No. 4006**

Boston Flyer Trackless Trolley No. 4006 was transported to Seashore from the MBTA’s Everett Shops. Due to its excellent condition, the coach was considered the queen of the fleet in the final years of the 1976 Flyers’ service in Boston.

**Restoration/Maintenance**

Several vehicles in the bus and trackless trolley department received repairs and improvements during the year. Highlights include a significant repair to Boston RTS bus No. 8400 restoring its power steering system and repair of a major air leak.

Our operations bus, Lewiston, Maine No. 8105 had two air suspension bags changed and its air compressor replaced.

Hamilton, Ontario GM articulated coach No. 518203 had two major oil leaks repaired. One required the replacement of a seal on the fan drive unit; the other was caused by the transmission mounting bolts having loosened. Also the coach’s exhaust system was completely replaced.

Our MBTA heavy duty diesel Walter wrecker had a frozen clutch repaired and as it has for decades proved useful in moving equipment—this time for the loop construction project.

**Transportation Enhancement Funding**

In recent decades Federal highway and transit legislation has included funding to support historic preservation and restoration of transportation related material and for specialized transportation such as bicycle paths. This discretionary funding is allocated to states, each of which then has set up procedures to allocate the money. The restoration and educational program for Atlantic Shore Line locomotive 100 was enabled by funding from this program complemented by donations from local donors and members.

As mentioned in the 2009 Annual Report, Seashore’s strategy since our initial application for this funding in 2000 was for Atlantic Shore Line electric locomotive 100 to be our first restoration candidate followed by an application for funds to restore Portland Lewiston Interurban passenger car No. 14, Narcissus. With that in mind, a physical assessment, documented by a large number of digital photos, was made of Narcissus while it was on display during the ASL 100 ribbon-cutting ceremony in September 2009. We also investigated the possibility of obtaining enhancement funds for use in constructing a building to house Maine streetcars and buses.

In 2010, we submitted two separate but related applications to the Maine Depart-
ment of Transportation for transportation enhancement funding under the provisions of the Quality Community Program. Many of the details related to the applications were reported in the July-August 2010 edition of the Museum’s Dispatch magazine.

The first application had a budget of $370,445 and was broken into two components:

1. Narcissus Restoration for exhibition: Restore Seashore Trolley Museum’s 1912 Portland Lewiston Interurban (PLI) No. 14 Narcissus so that it can operate at the Museum as a living history demonstration and exhibit for the public.

2. Mobile and web exhibit development: Create two new exhibit platforms to maximize the audience for Seashore Trolley Museum’s transportation history. First, adapt and transform the 1964 Washington, DC bus No. 6481 into a traveling audiovisual exhibit of transportation history, including the Narcissus (or electric interurban) chapter of this history. Next, Seashore will designate No. 6481 bus as the mobile exhibit bus and, thus, adapt its interior into a multimedia venue for exhibits covering transportation history. The plan calls for the mobile exhibit to be available to the public throughout the State of Maine.

The second application had a budget of $300,000 and was for conceptual/preliminary design funds for a 22,000 square foot transportation exhibit hall and an 8,000 square foot education facility. The transportation exhibit hall would exhibit 20 historic Maine transit vehicles and be a host venue for transportation-related conventions for nationwide audiences representing all transportation modes. The education facility would offer modern day transit planning and management educational programming for all ages.

These applications were presented as two separate packages in order to give MDOT greater flexibility in matching the requests with a variety of possible funding programs. The proposals were designed to bring both historic and modern day innovative education programs to the state. They are also intended to provide the state with a major attraction and long lasting economic benefits.

We learned from our previous enhancement applications that one critically important component to include with the application is support from a wide variety of stakeholders. These applications contained more than 40 letters of support, including letters from: the Board of Selectmen of Kennebunkport, Maine’s First Lady, Karen Baldacci, seven state representatives, our state senator, Nancy Sullivan, the Maine Department of Education, Maine Science Teachers Association, Congresswoman Pingree, the Maine State Chamber of Commerce, five area Chambers of Commerce, the Theodore Roosevelt Association, five historical societies/museums, 14 school districts, the Central Maine Power Company, Kora Temple-Shrine, York County Community College, University of Southern Maine Muskie School of Public Service, Rutgers University School of Planning and Public Policy, Portland City Council, and other important local community organizations.

The Enhancement funds are made available through the state’s Quality Community Program (QCP). Dan Stewart is the QCP manager and made his inaugural visit to the Museum on June 8, 2010 when we sought his input on how we might best structure our applications. After receiving our application in July, Stewart conducted a formal project site visit on November 5, 2010 to inspect the Narcissus and view the proposed site for the transportation exhibit hall/education facility.

Following his site visit, Stewart reported that our applications were among those received by MDOT from forty-seven different communities throughout the state. He went on to say that the committee that was convened to review and rate applications was very interested in our Narcissus application. However, the current significant budget shortfall the state was experiencing might limit funding opportunities through the enhancement program in this round. As formal state budget discussions would not start until after the new governor and legislators took office early in 2011, any specific decisions concerning enhancement funds might not be known until March or April. With this in mind, he asked me if we might be able to reconfigure the Narcissus application so that a smaller part of the restoration might be considered for this round of funding.

Working with the restoration shop staff, we revised the application into three segments and submitted it to MDOT in late November 2010. The segment that would be considered first for restoration is the complete exterior of Narcissus. A budget of $116,210 for this step included some interpretation/education materials.

The state budget debate in 2011 did indeed bring the anticipated limitations to enhancement funding. The good news was that the Narcissus application, in its reduced form, was an approved project and we will not have to submit a new application when the next round of applications is required. MDOT has informed us that as funds become available for use in this fiscal funding round, we will be notified and that the Narcissus application will be considered a high-priority for funding in the next funding round.

Though not an approved project, the application for the transportation hall is with MDOT and our hope is that in the future, as the economy improves and funding opportunities expand, this proposal will be considered.
SEASHORE TROLLEY MUSEUM
The New England Electric Railway Historical Society is a nonprofit educational institution dedicated to the preservation, exhibition, and operation of urban and interurban transit vehicles from the mid-nineteenth century to the present. It operates the Seashore Trolley Museum in Kennebunkport, Maine, and the National Streetcar Museum at Lowell in Lowell, Massachusetts. Its collection is displayed, interpreted, conserved, and operated for the public.

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

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

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

INTERNET
Web site: www.trolleymuseum.org

CORPORATE AFFILIATIONS
American Association of Museums
American Association for State & Local History
Association of Railway Museums
Biddeford-Saco Chamber of Commerce
Greater Portland Convention & Visitors Bureau
Greater York Chamber of Commerce
Kennebunk-Kennebunkport Chamber of Commerce
Kennebunkport Business Association
Maine Association of Nonprofits
Maine Tourism Association
Ogunquit Chamber of Commerce
Wells Chamber of Commerce

BOARD OF TRUSTEES
Daniel R. Cohen
Matthew D. Cosgro
Kevin T. Farrell
Linda F. King
Steven MacIsaac
William A. Pollman
Edward L. Ramsdell
Christopher E. Randall
Thomas O. Santarelli de Brasch
James D. Schantz
Leo J. Sullivan
Francis J. Welch

SENIOR TRUSTEES
Ralph L. Day
Robert F. Hughes
James D. Schantz
Jeffrey N. Sisson
Lester H. Stephenson, Jr.

*Executive Committee Member

ADVISORY BOARD, NATIONAL STREETCAR MUSEUM AT LOWELL
Peter J. AuCella
Edward Barry, Jr.
Michael S. Dukakis
Linda F. King
Brian Martin
Frank T. Keefe
Nels A. Palm
George J. Proakis
James H. Scanlan
William L. Withuhn
Kevin Willett
Beverly A. Woods

JAMES D. SCHANTZ
Chairman, Board of Trustees
THOMAS O. SANTARELLI DE BRASCH
Vice Chairman, Board of Trustees
FRANCIS J. WELCH
President
THOMAS O. SANTARELLI DE BRASCH
Executive Vice President
STEVEN MACISAAC
Vice President of Development
JEFFREY N. SISSON
Vice President of Finance and Treasurer/Comptroller
JOHN L. MIDDLETON, JR.
Vice President of Business Administration
JOHN R. LAFLAMME
Vice President of Organizational Advancement
MARK WEINBERG
Vice President of Membership Affairs and Membership Secretary
ROGER G. TOBIN
General Manager
CECILIA B. CLAPP
Corporate Secretary
SUSAN DRISCOLL, ESQ.
General Counsel & Clerk of Corporation

Above: Three generations of rapid transit provided service spanning nearly 90 years on Boston’s Blue Line connecting downtown to East Boston. The cars on the right date from 1924; those in the middle date from 1951; and the recently retired pair at the left date from the 1978.
**Administrative Management as of December 31, 2010**

**ADMINISTRATIVE OFFICERS**

**THOMAS O. SANTARELLI DE BRASCH**  
Curator of Buses and Trackless Trolleys

**WILLIAM A. POLLMAN**  
Curator of Rapid Transit Cars

**PAUL CASTIGLIONE**  
Curator of National Streetcar Museum at Lowell

**HERBERT PENCE AND ROGER E. SOMERS**  
Curators of Foster Palmer Collection

**DONALD G. CURRY**  
Manager of Restoration Shop

**EDWARD L. RAMESDELL**  
Librarian

**JEFFREY N. SISSON**  
Parliamentarian

**GAYLE DION**  
Bookkeeper

**HELEN HEFFNER**  
Interim Museum Store Manager

**ALYSHA M. MICHAUD**  
Interim Assistant Museum Store Manager

**JUDY KLINE**  
Manager of Marketing and Public Relations

**ROBERT F. HUGHES**  
Director of Railway Operations

**ELIOT M. KAPLAN**  
Superintendent of Railway Operations

**H. PHILIP BERKOWITZ**  
Assistant Superintendent of Railway Operations

**JOHN R. NAUGLER**  
Assistant Superintendent of Railway Operations

**ROGER E. SOMERS**  
Superintendent of Railway Operations–Lowell

**JOHN R. NAUGLER**  
Assistant Superintendent of Railway Operations–Lowell

**THOMAS O. SANTARELLI DE BRASCH**  
Director of Bus and Trackless Trolley Operations

**PETER HAMMOND**  
Assistant Director of Bus and Trackless Trolley Operations

**PETER G. WILSON**  
Superintendent of Track Construction and Maintenance

**JOHN W. COYLE, III**  
Superintendent of Overhead Construction and Maintenance

**ERIK J. PERRY**  
Assistant Superintendent of Overhead Construction and Maintenance

**CHESTER E. BISHOP**  
Superintendent of Signals

**ROGER G. TOBIN**  
Safety Coordinator

**NORMAN E. DOWN**  
Museum Magazine Editor

**CHRISTOPHER E. RANDELL**  
Manager of Information Technology

**MATTHEW D. COSGRO**  
Webmaster

**DANIEL R. COHEN**  
Director of Parts Department

**WILLIAM A. POLLMAN**  
Assistant Director of Parts Department

**JOHN W. COYLE, III**  
Yardmaster

**BRANDON BARLOW**  
Assistant Yardmaster

**ERIC GILMAN**  
Assistant Yardmaster

**ROBERT PERKINS**  
Assistant Yardmaster

**DONALD LANDRY**  
Electrician

**HONORARY OFFICERS**

**O. R. CUMMINGS**  
Historian Emeritus

---

**Above:** Cast members from the British-themed production *Shout* at the nearby Arundel Barn Playhouse pose on the top deck of Blackpool, England tram 144. Our native English motorman member Rob Gingell completes the UK image. PM
Museum Contributors

In 2010 more than 500 individuals and organizations contributed to the Seashore Trolley Museum. The total amount contributed approached $400,000. Over $322,000 of this total was in cash, with the remaining $73,000 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 $147,000 of the cash 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 vehicle restoration projects, exceeded $176,000.

The Board of Trustees of the New England Electric Railway Historical Society gratefully acknowledges the contributions of the following members and friends:

The 2010 Seashore Donor Honor Roll

Donations of $50,000 or more
Estate Of Ernest Edwards

Donations of $25,000 or more
Cohen, Daniel R.
Cummings Lamont & McNamee
Maloney, Frederick J.

Donations of $10,000 or more
Braun, Dorothy T.
Kerr, Kenneth H.
Martin, Lord & Osman PA
Pollman, William A.
Somers, Roger E.
Waterhouse, Geraldine

Donations of $5,000 to $10,000
Curry, Donald G.
Estate of Barker Gummere
Kelley, Harold Revocable Trust
Rochester Area Community Foundation
Schantz, James D.

Donations of $2500 to $5000
Anonymous
Carrier, Douglas, Jr.
Glickman, Todd S.
Griffith, Charles A., Jr
Hughes, Doris A.
Johnson, Ben
Mass Cabinets Incorporated
Reardon, James F.
Scholes, Clifford R.
Sisson, Jeffrey N.
Wolfe, John

Donations of $1000 to $2500
Amherst Railway Society Inc.
Anderson, Douglas R.
Aronovitch, Charles D.
Astroth, Kurt
Borgnis, Mervin E.
Borst, Andrew M.
Butler, Patrick
Callahan, William J.
Cantwell, Daniel H.
Chamberlin, G. Dann
Cummings, O. Richard
Davis, Vernon W.
Dooks, Karen
Farrell, Kevin T.
Gannett, John H.
Kennebunk Savings Bank
Korach, Robert S.
LaFlamme, John R.
State of Maine
Morrison, Donald F.
Morse, Philip W.
Palmer, E. Macdougall
Pratt, Newton K.
Pratt, Seth K.
Ramsdell, Edward L.
Randall, Christopher C.
Reich, Robert J.
Smith, Donald R., Jr.
Tello, Thomas A.
Whiteman, Michael
Young, Thomas

Donations of $500 to $1000
Bain, Henry W.D.
Bennett, Jeffrey H.
Bishop, Chester E.
Bownas, William T.
Conard, R. Richard
Crawford, William
Dox, William M., Jr.
Drobnik, John J. & Kathleen M.
Grady, John J.
Jeppesen, Robert
Kaplan, Eliot M.
Klein, David E.
Kochs, Paul
Lilly, Jim
Patton, William L., Jr.
Pence, Herbert

Perry, Erik
Publicover, Charles L.
Reynolds, Charles E., Jr.
Robinson, Charles C.
Santarelli de Brasch, Thomas O.
Sullivan, Mark E.
Terhune, Robert D.
Welch, Francis J.

Donations of $250 to $500
Allen, Duncan W.
Bagnell, Joseph A.
Bequaert, Frank C.
Brandt, William E.
Brink, Kenneth H.
Brown, Daniel T.
Brown, Frederick, Jr
Captain Lord Mansion
Clarke, Bradley H.
Coastal Decorating
Connolly, Thomas F.
CSG Systems
Earnest, William H.
Ellis, Arthur S.
Fay, Gordon H.
FitzGerald, Robert W.
Ford, Carl
From, Irwin
Gbur, Jon
General Electric Foundation
Gingell, Robert
Golk, Harold C.
Hammond, Lillian E.
Hoy, Lewis L.
Hughes, Charles
Hughes, Thomas H.
Jennings, Andrew
Johnson, Karl F.
Jones, George W.
Jordan, Douglas R.
King, Linda F.
Kirkpatrick, Dana
Kline, Judith A.
LaRoche, Thomas
Legenhausen, William H.
Litchfield, Rick
Mathews, LaForest E.
Meckes, Robert
Mesrobian, Ara
Middleton, John L., Jr.
Morgan Stanley Smith Barney Global Impact
Mosteller, William
Ogarek, Michael
Palmer, Theodore W.
Red Apple Campground
Sanger, Donald F.
Shriver, John
Silva, Russell B.
Spaulding, Charles H.
Wolfe, Julien
Young, William

Donations of $100 to $250
Butler, Patrick
Callahan, William J.
Cantwell, Daniel H.
Chamberlin, G. Dann
Cummings, O. Richard
Davis, Vernon W.
Dooks, Karen
Farrell, Kevin T.
Gannett, John H.
Kennebunk Savings Bank
Korach, Robert S.
LaFlamme, John R.
State of Maine
Morrison, Donald F.
Morse, Philip W.
Palmer, E. Macdougall
Pratt, Newton K.
Pratt, Seth K.
Ramsdell, Edward L.
Randall, Christopher C.
Reich, Robert J.
Smith, Donald R., Jr.
Tello, Thomas A.
Whiteman, Michael
Young, Thomas

Donations of $50 to $100
Bain, Henry W.D.
Bennett, Jeffrey H.
Bishop, Chester E.
Bownas, William T.
Conard, R. Richard
Crawford, William
Dox, William M., Jr.
Drobnik, John J. & Kathleen M.
Grady, John J.
Jeppesen, Robert
Kaplan, Eliot M.
Klein, David E.
Kochs, Paul
Lilly, Jim
Patton, William L., Jr.
Pence, Herbert

Perry, Erik
Publicover, Charles L.
Reynolds, Charles E., Jr.
Robinson, Charles C.
Santarelli de Brasch, Thomas O.
Sullivan, Mark E.
Terhune, Robert D.
Welch, Francis J.
Donations of $100 to $250
Arnold, William R.
Arocha, Alfredo P.
Ashley, Thomas J.
Balsama, Joseph J.
Bassett, Richard C.
Belcher, Jonathan
Belhumeur, Michel
Biddell, Ronald
Boyd, Patrick W.
Brill, Kenneth A.
Brinckloe, John
Bruhmuller, Kenneth
Buchholz, Roger C.
Buckley, Michael J.
Bush, Phillip B., II (Capt.)
Butts, William A.
Campbell, Douglas W.
Castiglione, A. Paul
Champagne, Lucien L.
Clark, Albert
Coffin, Whitney V.
Collins, John J.
Cook, Mary Lee
Cosgro, Matt
Cosgro, Richard H.
Crawford, Joan
Curtis, Art
Czachur, Theodore J
Davis, Robert L
Dennis, Charles R.
Dillon, Richard
Doran, Levi
Down, Norman E.
Duncan, John A.
Duncan, Lee
Fatula, John A.
Fobiano, Larry
Follansbee, David W.
Fortin, Wayne
Francis, Patrick E.
Gilman, Eric
Godek, Frank
Grace, Patrick W.
Haase, Ernest N.
Haggard, Wallace Gale
Hammond, Peter
Hansen, Elizabeth
Harrison, Mark
Harrje, Gail M.
Hollinshead, William
Hope, Walter and Irene
Horn, M. Richard
Hurd, Richard N.
IBM International Foundation
Iwanow, Agnes A.
J. Hancock Matching Gift Center
Jayne, Allan W., Jr.
Jentzsch, Detlef
Johnston, David L.
Kelleher, George F.
Keller, Ronald
Knut, Thomas C.
Kohanski, Robert W.
Kornechuk, David C.
Kossifos, Constantine N.
Laitres, Ronald
Lancaster, J. Emmons
Leavitt, Foster C., Jr.
Leonard, James J.
Lewis, Donovan J.
Lualdi, Paul L.
Lutz, Patricia M.
MacLaughlin, Kenneth L.
Mandeville, Robert M.
Markwart, Henry C.
McBride, Thomas G.
McCaffrey, Paul
McCloskey, James W.
Mercurio, John B., Jr.
Moore, Fred R.
Mora, Jeffrey G.
Moran, Thomas F.
Morgan, Steven J.
Morse, Channing H., Jr.
Mulligan, Philip J.
Murphy, Michael C.
Nowell, Winford T.
Ogden, Michael E.
Orlowski, Stanley J.
Palmer, Everett H.
Pelligrino, John
Petin, George H.
Public Service of New Hampshire
Razek, Joseph R.
Reid, William S.
Rendall, Bert
Rogers, David
Rosenberg, Ellen
Ruddell, Ronald P.
Saradjian, Peter
Sargent, Clifford C.
Scaffardi, Bob
Schreiber, Ira P.
Sefranek, George A.
Sherblum, Carl A., Jr.
Smerk, George M.
Smith, Harold V.
Snowdon, Alton G.
Stamm, C. William
Steffan, Constantine
Stevenson, John M., Jr.
Sullivan, Leo J.
Taylor, Debra D. & Michael
Teed, James P.
Tennyson, Edson L.
Tetrauld, Jill
Thresher, Carl H.
Tieulli, Anthony F.
Tobin, Roger G.
Traubert, Roger
Vaitkunas, James A.
Vibbert, Robert, Jr.
Walker, Ellis E.
Wartinbee, Ron
Wasem, Ronald G
Weissman, Frederick
Wengen, Marcia
White, Jonathan
Whiteman, Jeremy T.
Williams, John Insco
Winkley, M. Dwight
Wolf, J.R.
Yeskoo, Don

Donations of $50 to $100
Adams, Harry B.
Aucella, Peter J.
Austin, Addison
Bachelder, J. Leonard
Beach, Cameron
Beaulieu, Fred
Bisnette, Bernie R.
Black, Robert M.
Bork, John E.
Brainerd, Timothy D.
Burroughs, John E.
Carlson, Donald A.
Chamberlin, Amie B.
Cook, Paul A.
Crawford, Ralph J.
Crowell, Howard W.
DeGhetto, Michael S.
Donahue, Harry A.
Dooks, Edward E.
Dore, Christopher
Drye, Robert C.
Dunlap, Edward C.
Earl, James J.
Eisinger, Fred G.
Enfield, Gordon M.
Enter, Fred
Fischer, Dennis
Flynn, Edward F.
Gately, James E.
Gehhardt, Wayne
Gibson, Henry A.
Gilleran, Brian F.
Gillespie, Richard M.
Gitschier, Herman J.
Goodrich, Kinsley M.
Gueli, James V.
Hahn, Elmer R.
Hanna, Steven R.
Hansel, Dennis
Harrison, Kenton
Healy, Christopher
Herder, T. Mark
Hill, John R.
Houle, Dennis R.
Hussey, Robert G.
Iwanow, Peter
Koehl, Robert
Kounetis, Richard F.
Kyper, John S.
Lagace, Raymond
Lennon, Michael C.
Litman, Regina S.
Lord, William A.
Lynd, Richard B.
Lyons, Dennis J.
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 60 volunteers who reported 10 or more hours in 2010. The grand total reported was just under 20,000 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**
- Mackell, James
- Middleton, John, Jr.
- Sisson, Jeffery
- Tobin, Roger

**500 to 1000 hours**
- Avy, Richard
- Berkowitz, Philip
- Frost, Michael
- Kline, Judith
- Morse, Philip
- Naugler, John
- Ramsdell, Edward
- Reich, Robert
- Schantz, James

**250 to 500 hours**
- Aronovitch, Charles
- Bishop, Chester
- Carrier, Douglas, Jr.
- Chamberlin, Dann
- Coffin, Whitney
- Cosgro, Richard
- Dooks, Edward
- Kaplan, Eliot
- Kurtasz, Peter
- Mercurio, John, Jr.
- Pence, Herbert
- Stephenson, Lester, Jr.
- Tello, Thomas
- Weinberg, Mark

**100 to 250 hours**
- Dumont, Dakota
- Gingell, Robert

**50 to 100 hours**
- Bruhmuller, Kenneth
- Carter, Frederic
- Glickman, Todd
- Hammond, Peter
- Howard, Dann
- Look, Dean
- McMahon, James
- Perkins, Donna
- Robinson, Charles
- Ruddell, Ronald
- Sikorski, John
- Tucker, Thomas

**10 to 50 hours**
- Allen, Duncan
- Bellevueille, Mark
- Buckley, Michael
- Gueli, James
- Haskell, Peter
- Hutchinson, Donald
- Kornechuk, David
- Landry, Donald
- Perkins, Christina
- Perkins, Robert, Jr.
- Perkins, Robert, Sr.
- Rendall, Bert
- Steffan, Constantine
- Thresher, Carl

**Governor’s Recognition:** The following members received Honor Roll awards from Maine Governor John Baldacci at a ceremony in Augusta on April 22, 2010 for their volunteering of at least 500 hours during 2009:

- Berkowitz, Philip
- Dooks, Edward
- Frost, Michael
- Kaplan, Eliot
- Kline, Judith
- Look, Dean
- Mackell, James
- Middleton, John, Jr.
- Morse, Philip
- Reich, Robert
- Sisson, Jeffery
- Tobin, Roger
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, 2010 and 2009.

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.
There are three general valuation techniques that may be used inputs into three broad levels. The use of unobservable inputs. Fair Value Measurements also techniques maximize the use of observable inputs and minimize measurement date. Fair Value Measurements requires that valuation an orderly transaction between market participants on the mea

accepted Accounting Principles. Fair Value Measurements de

Effective January 1, 2008, the Society adopted Statement of Fi

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, 2010 and 2009 was $18,366 and $19,227, 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:

1. Market approach - Uses prices and other relevant information generated by market transactions involving identical

<table>
<thead>
<tr>
<th>Statement of Financial Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>For the years ended December 31</td>
</tr>
<tr>
<td><strong>Assets:</strong></td>
</tr>
<tr>
<td>Cash and cash equivalents:</td>
</tr>
<tr>
<td>Unrestricted</td>
</tr>
<tr>
<td>Restricted</td>
</tr>
<tr>
<td>Investments:</td>
</tr>
<tr>
<td>Unrestricted</td>
</tr>
<tr>
<td>Restricted</td>
</tr>
<tr>
<td>Other receivable:</td>
</tr>
<tr>
<td>Unrestricted</td>
</tr>
<tr>
<td>Restricted</td>
</tr>
<tr>
<td>Prepaid expenses:</td>
</tr>
<tr>
<td>Unrestricted</td>
</tr>
<tr>
<td>Restricted</td>
</tr>
<tr>
<td>Inventories</td>
</tr>
<tr>
<td>Unrestricted</td>
</tr>
<tr>
<td>Restricted</td>
</tr>
<tr>
<td>Pledges receivable:</td>
</tr>
<tr>
<td>Restricted</td>
</tr>
<tr>
<td>Property and equipment net</td>
</tr>
<tr>
<td><strong>Total assets</strong></td>
</tr>
</tbody>
</table>

| **Liabilities and Net Assets** | | |
| **Liabilities:** | | |
| Accounts payable | $ 19,574 | $ 15,401 |
| Accrued payroll and taxes | 5,685 | 6,794 |
| Current portion of long-term debt | 11,191 | 6,913 |
| Deferred revenue | 3,100 | 4,990 |
| Other accrued liabilities | 73,858 | 87,181 |
| Long-term debt | 63,426 | 47,600 |
| **Total liabilities** | 176,834 | 168,879 |
| **Net assets:** | | |
| Unrestricted: | | |
| Board designated | 266,019 | 169,488 |
| Undesignated | 211,777 | 229,995 |
| Designated - property and equipment | 1,175,873 | 1,207,129 |
| Temporarily restricted | 875,746 | 921,261 |
| Permanently restricted | 397,157 | 359,588 |
| **Total net assets** | 2,926,572 | 2,887,461 |
| **Total liabilities and net assets** | $ 3,103,406 | $ 3,056,340 |

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

or comparable assets or liabilities. Prices may be indicated by pricing guides, sale transactions, market trades, or other resources;

2. Cost approach - Based on the amount that currently would be required to replace the service capacity of an asset (replacement cost); and

3. Income approach - Uses valuation techniques to convert future amounts to a single present amount based on current market expectations about the future amounts (includes present value techniques, and option-pricing
### Statement of Activities and Changes in Net Assets

<table>
<thead>
<tr>
<th></th>
<th>December 31, 2010</th>
<th>December 31, 2009</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Temporarily</td>
<td>Permanently</td>
</tr>
<tr>
<td><strong>Revenue:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Earned revenue:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Admissions</td>
<td>$104,917</td>
<td>$4,341</td>
</tr>
<tr>
<td>Annual membership</td>
<td>30,461</td>
<td>-</td>
</tr>
<tr>
<td>Life memberships</td>
<td>3,600</td>
<td>-</td>
</tr>
<tr>
<td>Revenue from</td>
<td></td>
<td></td>
</tr>
<tr>
<td>auxiliary operation</td>
<td>96,081</td>
<td>22,545</td>
</tr>
<tr>
<td>Total earned revenue</td>
<td>235,059</td>
<td>26,886</td>
</tr>
<tr>
<td><strong>Contributed support:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contributions &amp;</td>
<td>151,646</td>
<td>163,422</td>
</tr>
<tr>
<td>bequests</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contributions-in-kind</td>
<td>23,942</td>
<td>22,473</td>
</tr>
<tr>
<td>Contributed Services</td>
<td>26,658</td>
<td>-</td>
</tr>
<tr>
<td>Total contributed support</td>
<td>202,496</td>
<td>188,906</td>
</tr>
<tr>
<td><strong>Other revenue:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interest and dividend income</td>
<td>4,085</td>
<td>3,466</td>
</tr>
<tr>
<td>Realized and unrealized gains (losses) on investments</td>
<td>6,409</td>
<td>8,094</td>
</tr>
<tr>
<td>Miscellaneous income</td>
<td>39,242</td>
<td>8,634</td>
</tr>
<tr>
<td>Total other revenue</td>
<td>$49,736</td>
<td>$20,194</td>
</tr>
<tr>
<td><strong>Net assets released from restrictions:</strong></td>
<td>298,582</td>
<td>(281,501)</td>
</tr>
<tr>
<td>Total support and revenue</td>
<td>785,873</td>
<td>(45,515)</td>
</tr>
<tr>
<td><strong>Expenses:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Program services</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Curatorial and exhibits</td>
<td>389,934</td>
<td>-</td>
</tr>
<tr>
<td>Supporting services</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Membership</td>
<td>16,509</td>
<td>-</td>
</tr>
<tr>
<td>General &amp; administrative</td>
<td>226,051</td>
<td>-</td>
</tr>
<tr>
<td>Fundraising</td>
<td>2,954</td>
<td>-</td>
</tr>
<tr>
<td>Auxiliary operation</td>
<td>103,368</td>
<td>-</td>
</tr>
<tr>
<td>Total support services</td>
<td>348,882</td>
<td>-</td>
</tr>
<tr>
<td>Total expenses</td>
<td>$738,816</td>
<td>$-</td>
</tr>
</tbody>
</table>

**Change in net assets** | 47,057           | (45,515)          | 37,569       | 39,111            | 140,606           | (141,798)    | 50,552       | 49,360  |

**Net assets, beginning of year** | 1,606,612        | 921,261           | 359,588      | 2,887,461         | 1,466,006         | 1,063,059    | 309,036      | 2,838,101 |

**Net assets, end of year** | 1,653,669        | 875,746           | 397,157      | 2,926,572         | 1,606,612         | 921,261      | 359,588      | 2,887,461 |

See accountant's report and accompanying notes to financial statements.
### Statement of Functional Expenses

<table>
<thead>
<tr>
<th>Year Ended December 31, 2009</th>
<th>Curatorial &amp; Exhibits</th>
<th>Membership</th>
<th>General &amp; Administrative</th>
<th>Fund Raising</th>
<th>Auxiliary Operation</th>
<th>Total Expenses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries and related expenses</td>
<td>$152,340</td>
<td>$ -</td>
<td>$51,890</td>
<td>$ -</td>
<td>$33,860</td>
<td>$238,090</td>
</tr>
<tr>
<td>Contributed services</td>
<td>$ -</td>
<td>$ -</td>
<td>$26,658</td>
<td>$ -</td>
<td>$ -</td>
<td>$26,658</td>
</tr>
<tr>
<td>Professional fees</td>
<td>6,739</td>
<td>-</td>
<td>25,120</td>
<td>-</td>
<td>223</td>
<td>32,082</td>
</tr>
<tr>
<td>Utilities</td>
<td>23,329</td>
<td>2,724</td>
<td>12,016</td>
<td>-</td>
<td>59</td>
<td>38,128</td>
</tr>
<tr>
<td>Conservation and maintenance</td>
<td>80,915</td>
<td>111</td>
<td>9,452</td>
<td>-</td>
<td>9</td>
<td>90,487</td>
</tr>
<tr>
<td>Taxes and fees</td>
<td>11</td>
<td>-</td>
<td>3,810</td>
<td>-</td>
<td>411</td>
<td>4,221</td>
</tr>
<tr>
<td>Insurance</td>
<td>500</td>
<td>-</td>
<td>18,306</td>
<td>-</td>
<td>-</td>
<td>18,806</td>
</tr>
<tr>
<td>Rent and equipment rental</td>
<td>31,727</td>
<td>-</td>
<td>5,810</td>
<td>-</td>
<td>312</td>
<td>37,849</td>
</tr>
<tr>
<td>Administration</td>
<td>36,842</td>
<td>12,795</td>
<td>9,452</td>
<td>-</td>
<td>9</td>
<td>47,447</td>
</tr>
<tr>
<td>Interest</td>
<td>-</td>
<td>-</td>
<td>4,479</td>
<td>-</td>
<td>-</td>
<td>4,479</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>18,218</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>311</td>
<td>18,529</td>
</tr>
<tr>
<td>Cost of goods sold</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total expenses before depreciation</strong></td>
<td><strong>350,621</strong></td>
<td><strong>15,630</strong></td>
<td><strong>209,497</strong></td>
<td><strong>2,954</strong></td>
<td><strong>103,368</strong></td>
<td><strong>671,166</strong></td>
</tr>
<tr>
<td>Depreciation</td>
<td>39,313</td>
<td>879</td>
<td>16,554</td>
<td>-</td>
<td>10,904</td>
<td>67,564</td>
</tr>
<tr>
<td><strong>Total expenses</strong></td>
<td><strong>$389,934</strong></td>
<td><strong>$16,509</strong></td>
<td><strong>$226,051</strong></td>
<td><strong>$2,954</strong></td>
<td><strong>$104,368</strong></td>
<td><strong>$738,816</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year Ended December 31, 2009</th>
<th>Curatorial &amp; Exhibits</th>
<th>Membership</th>
<th>General &amp; Administrative</th>
<th>Fund Raising</th>
<th>Auxiliary Operation</th>
<th>Total Expenses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries and related expenses</td>
<td>$126,429</td>
<td>$ -</td>
<td>$51,222</td>
<td>$ -</td>
<td>$20,840</td>
<td>$198,491</td>
</tr>
<tr>
<td>Contributed services</td>
<td>$11,044</td>
<td>$ -</td>
<td>$500</td>
<td>$ -</td>
<td>$460</td>
<td>$12,004</td>
</tr>
<tr>
<td>Professional fees</td>
<td>22,501</td>
<td>424</td>
<td>20,356</td>
<td>-</td>
<td>93</td>
<td>43,374</td>
</tr>
<tr>
<td>Utilities</td>
<td>22,758</td>
<td>1,966</td>
<td>7,438</td>
<td>-</td>
<td>160</td>
<td>32,322</td>
</tr>
<tr>
<td>Conservation and maintenance</td>
<td>288,800</td>
<td>7</td>
<td>7,720</td>
<td>-</td>
<td>284</td>
<td>296,811</td>
</tr>
<tr>
<td>Taxes and fees</td>
<td>2</td>
<td>-</td>
<td>3,626</td>
<td>-</td>
<td>230</td>
<td>3,858</td>
</tr>
<tr>
<td>Insurance</td>
<td>-</td>
<td>-</td>
<td>17,284</td>
<td>-</td>
<td>-</td>
<td>17,284</td>
</tr>
<tr>
<td>Rent and equipment rental</td>
<td>31,337</td>
<td>-</td>
<td>5,471</td>
<td>-</td>
<td>304</td>
<td>37,112</td>
</tr>
<tr>
<td>Administration</td>
<td>19,196</td>
<td>18,378</td>
<td>52,624</td>
<td>4,296</td>
<td>3,290</td>
<td>97,784</td>
</tr>
<tr>
<td>Interest</td>
<td>167</td>
<td>-</td>
<td>2,415</td>
<td>-</td>
<td>-</td>
<td>2,582</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>61,749</td>
<td>272</td>
<td>416</td>
<td>-</td>
<td>115</td>
<td>62,552</td>
</tr>
<tr>
<td>Cost of goods sold</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total expenses before depreciation</strong></td>
<td><strong>583,983</strong></td>
<td><strong>21,047</strong></td>
<td><strong>169,072</strong></td>
<td><strong>4,296</strong></td>
<td><strong>77,749</strong></td>
<td><strong>856,147</strong></td>
</tr>
<tr>
<td>Depreciation</td>
<td>39,313</td>
<td>879</td>
<td>16,554</td>
<td>-</td>
<td>10,904</td>
<td>67,564</td>
</tr>
<tr>
<td><strong>Total expenses</strong></td>
<td><strong>$622,916</strong></td>
<td><strong>$21,926</strong></td>
<td><strong>$184,156</strong></td>
<td><strong>$4,296</strong></td>
<td><strong>$88,525</strong></td>
<td><strong>$921,819</strong></td>
</tr>
</tbody>
</table>

For the year ended December 31, 2010, 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, 2010.

### Note 4 - Investments

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

<table>
<thead>
<tr>
<th>Investments</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mutual Funds</td>
<td>$541,216</td>
<td>$494,328</td>
</tr>
<tr>
<td>Totals</td>
<td>$541,216</td>
<td>$494,328</td>
</tr>
</tbody>
</table>

The following schedule summarizes the investment return and its classification in the statement of activities for the year ended December 31, 2010:
Statement of Cash Flows

For the years ending December 31  

<table>
<thead>
<tr>
<th>Cash flows from operating activities:</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Change in net assets</td>
<td>39,111</td>
<td>49,360</td>
</tr>
<tr>
<td>Adjustments to reconcile change in net assets to net cash provided by (used in) operating activities:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Depreciation</td>
<td>67,650</td>
<td>65,672</td>
</tr>
<tr>
<td>Net realized and unrealized (gain) loss on investments</td>
<td>(52,191)</td>
<td>(75,952)</td>
</tr>
<tr>
<td>Donations of investments</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Gains (losses) on sale of property and equipment</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Changes in operating assets and liabilities:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other receivables</td>
<td>31,416</td>
<td>(26,836)</td>
</tr>
<tr>
<td>Prepaid expenses</td>
<td>(1,023)</td>
<td>(8,253)</td>
</tr>
<tr>
<td>Inventories</td>
<td>(7,800)</td>
<td>12,571</td>
</tr>
<tr>
<td>Pledges receivable</td>
<td>29,877</td>
<td>30,801</td>
</tr>
<tr>
<td>Accounts payable</td>
<td>4,173</td>
<td>(24,306)</td>
</tr>
<tr>
<td>Accrued payroll and taxes</td>
<td>(1,109)</td>
<td>2,262</td>
</tr>
<tr>
<td>Deferred revenue</td>
<td>(1,890)</td>
<td>(670)</td>
</tr>
<tr>
<td>Other accrued liabilities</td>
<td>(13,323)</td>
<td>41,164</td>
</tr>
</tbody>
</table>

Net cash provided by (used in) operating activities  

<table>
<thead>
<tr>
<th>Net cash provided by (used by) investing activities:</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proceeds from sales of investments</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Purchases of investments</td>
<td>29,680</td>
<td>(13,695)</td>
</tr>
<tr>
<td>Cash paid for purchase of property and equipment</td>
<td>(24,377)</td>
<td>16,587</td>
</tr>
<tr>
<td>(56,498)</td>
<td>(69,997)</td>
<td></td>
</tr>
</tbody>
</table>

Net cash provided by (used by) investing activities:  

<table>
<thead>
<tr>
<th>Cash flows from financing activities:</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal payments on long-term debt</td>
<td>20,104</td>
<td>(8,488)</td>
</tr>
</tbody>
</table>

Net cash provided by (used in) financing activities:  

<table>
<thead>
<tr>
<th>Net increase (decrease) in cash</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash at beginning of year</td>
<td>1,102,427</td>
<td>1,112,207</td>
</tr>
<tr>
<td>Cash at end of year</td>
<td>$1,166,227</td>
<td>$1,102,427</td>
</tr>
</tbody>
</table>

Supplemental cash flow disclosures:  

<table>
<thead>
<tr>
<th>Schedule of non cash investing and financing activities:</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Income taxes paid (refunded)</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Interest expense paid</td>
<td>$4,479</td>
<td>$2,582</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Interest &amp; dividend inc.</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unrestricted</td>
<td>$4,085</td>
<td>$8,511</td>
</tr>
<tr>
<td>Restricted</td>
<td>3,466</td>
<td>9,619</td>
</tr>
<tr>
<td>Permanently restricted</td>
<td>9,132</td>
<td>22,553</td>
</tr>
<tr>
<td>Total</td>
<td>$16,683</td>
<td>$52,191</td>
</tr>
</tbody>
</table>

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 per-

Pledges Receivable

<table>
<thead>
<tr>
<th>Pledges Receivable, gross at December 31, 2009</th>
<th>$75,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pledge payments received during 2010</td>
<td>(30,000)</td>
</tr>
<tr>
<td>Less:</td>
<td></td>
</tr>
<tr>
<td>Discount at .15%</td>
<td>(186)</td>
</tr>
<tr>
<td>Pledges receivable at December 31, 2009</td>
<td>$44,814</td>
</tr>
</tbody>
</table>

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.
manently 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 asset 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 contributed 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, 2010 is as follows:

<table>
<thead>
<tr>
<th></th>
<th>Unrestricted</th>
<th>Temporarily Restricted</th>
<th>Permanently Restricted</th>
<th>Total Net Endowment Assets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Donor restricted endowment funds</td>
<td>$ -</td>
<td>$ -</td>
<td>$ 397,157</td>
<td>$ 397,157</td>
</tr>
<tr>
<td>Board designated endowment funds</td>
<td>$ 102,045</td>
<td>$ -</td>
<td>$ -</td>
<td>$ 102,045</td>
</tr>
<tr>
<td>Total funds</td>
<td>$ 102,045</td>
<td>$ -</td>
<td>$ 397,157</td>
<td>$ 499,202</td>
</tr>
</tbody>
</table>

Changes in endowment net assets as of December 31, 2010 are as follows:

<table>
<thead>
<tr>
<th></th>
<th>Unrestricted</th>
<th>Temporarily Restricted</th>
<th>Permanently Restricted</th>
<th>Total Net Endowment Assets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Endowment net assets, begin of year</td>
<td>$ 24,621</td>
<td>$ -</td>
<td>$ 359,588</td>
<td>$ 384,209</td>
</tr>
<tr>
<td>Contributions and additions</td>
<td>$ 71,433</td>
<td>$ -</td>
<td>$ 7,830</td>
<td>$ 79,263</td>
</tr>
<tr>
<td>Investment income</td>
<td>$ 1,113</td>
<td>$ -</td>
<td>$ 9,132</td>
<td>$ 10,245</td>
</tr>
<tr>
<td>Net apprec. (deprec.)</td>
<td>$ 6,110</td>
<td>$ -</td>
<td>$ 37,688</td>
<td>$ 43,798</td>
</tr>
<tr>
<td>Net assets released from restrictions</td>
<td>$(1,232)</td>
<td>$ -</td>
<td>$(17,081)</td>
<td>$(18,313)</td>
</tr>
<tr>
<td>Endowment net assets, end of year</td>
<td>$ 102,045</td>
<td>$ -</td>
<td>$ 397,157</td>
<td>$ 499,202</td>
</tr>
</tbody>
</table>

**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:
2010 Annual Report

Pledges Receivable 2010

<table>
<thead>
<tr>
<th>Time Frame</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>In one year or less</td>
<td>$30,000</td>
</tr>
<tr>
<td>Between one year and five years</td>
<td>$15,000</td>
</tr>
<tr>
<td></td>
<td>$45,000</td>
</tr>
<tr>
<td>Less: Discount at .15%</td>
<td>$(186)</td>
</tr>
<tr>
<td>Pledges receivable</td>
<td>$44,814</td>
</tr>
</tbody>
</table>

Note 6 - Property and Equipment

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

<table>
<thead>
<tr>
<th>Property and Equipment</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction in progress</td>
<td>$115,168</td>
<td>$64,481</td>
</tr>
<tr>
<td>Land improvements</td>
<td>436,587</td>
<td>432,266</td>
</tr>
<tr>
<td>Buildings and improvements</td>
<td>1,450,478</td>
<td>1,450,478</td>
</tr>
<tr>
<td>Track and wire</td>
<td>208,590</td>
<td>291,101</td>
</tr>
<tr>
<td>Machinery and equipment</td>
<td>291,101</td>
<td>237,074</td>
</tr>
<tr>
<td></td>
<td>$2,501,924</td>
<td>$2,475,400</td>
</tr>
<tr>
<td>Accumulated depreciation</td>
<td>(1,251,434)</td>
<td>(1,213,758)</td>
</tr>
<tr>
<td>Property and equipment, net</td>
<td>$1,250,490</td>
<td>$1,261,642</td>
</tr>
</tbody>
</table>

Note 7 - Line of Credit

In 2010, 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. In April 2010 the line of credit was converted into a term loan in the amount of $30,000. This loan was used to repair the foundations on a carhouse.

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

<table>
<thead>
<tr>
<th>Long-term Debt</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Note payable to bank, interest at 5.75%, payable in monthly installments of interest and principal of $436. Monthly interest and principal payments are based on a 7 year amortization schedule</td>
<td>$27,033</td>
<td>$ -</td>
</tr>
<tr>
<td>Note payable to bank, refinanced in 2009 for 5 years, interest at 5.75%, payable in monthly installments of interest and principal of $830. Monthly interest and principal payments are based on a 7 year amortization schedule. The loan is collateralized by all business assets of the Society.</td>
<td>$47,584</td>
<td>$54,513</td>
</tr>
<tr>
<td></td>
<td>$74,617</td>
<td>$54,513</td>
</tr>
<tr>
<td>Less: current portion</td>
<td>11,191</td>
<td>6,913</td>
</tr>
<tr>
<td>Total long-term debt</td>
<td>$63,426</td>
<td>$47,600</td>
</tr>
</tbody>
</table>

Aggregate maturities of long-term debt for the five years subsequent to December 31, 2010 are as follows:

<table>
<thead>
<tr>
<th>Aggregate Maturities</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>$11,191</td>
</tr>
<tr>
<td>2012</td>
<td>11,731</td>
</tr>
<tr>
<td>2013</td>
<td>12,424</td>
</tr>
<tr>
<td>2014</td>
<td>13,157</td>
</tr>
<tr>
<td>2015</td>
<td>13,934</td>
</tr>
<tr>
<td>Thereafter</td>
<td>12,180</td>
</tr>
<tr>
<td>Total</td>
<td>$74,617</td>
</tr>
</tbody>
</table>

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:

<table>
<thead>
<tr>
<th>Temporarily Restricted Net Assets</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Program activities:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restoration of vehicle collection</td>
<td>$540,945</td>
<td>$563,892</td>
</tr>
<tr>
<td>Museum development</td>
<td>301,262</td>
<td>322,880</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>33,539</td>
<td>34,489</td>
</tr>
<tr>
<td>Total temporarily restricted net assets</td>
<td>875,746</td>
<td>921,261</td>
</tr>
</tbody>
</table>

At December 31, 2010 and 2009, certain unrestricted net assets had been designated by the Board of Trustees for the following purposes:

<table>
<thead>
<tr>
<th>Board Designated Net Assets</th>
<th>2010</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Restoration of vehicle collection</td>
<td>$5,000</td>
<td>$ -</td>
</tr>
<tr>
<td>Endowment</td>
<td>102,045</td>
<td>24,621</td>
</tr>
<tr>
<td>Museum Development</td>
<td>121,073</td>
<td>120,544</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>37,901</td>
<td>24,323</td>
</tr>
<tr>
<td>Total board designated net assets</td>
<td>$266,019</td>
<td>$169,488</td>
</tr>
</tbody>
</table>

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 $42,617 of the grant was expended, and recognized as income. There were no grant funds expended for the year ended December 31, 2010.

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 2010, there were 150 hours of service that did meet those criteria. Management estimates the fair value of those services to be $26,658. 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 $289,136 for 2010 and $270,011 for 2009, with a total of 19,276 volunteer hours for 2010 and 18,001 volunteer hours for 2009.

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 and, in a couple cases, as additions to fixed assets.

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, 2010 is $44,184 and is included in pledges receivable. Rent expense for the years ended December 31, 2010 and 2009 was $30,000 each year.

Rent expense will be recognized annually as follows:

<table>
<thead>
<tr>
<th></th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>30,000</td>
</tr>
<tr>
<td>2012</td>
<td>15,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>45,000</strong></td>
</tr>
</tbody>
</table>

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 for a second copier with monthly payments of $35. Rent Expense for the year ended December 31, 2010 was $1,193. Total minimum annual rentals are as follows:

<table>
<thead>
<tr>
<th></th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>1,193</td>
</tr>
<tr>
<td>2012</td>
<td>1,193</td>
</tr>
<tr>
<td>2013</td>
<td>137</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,523</strong></td>
</tr>
</tbody>
</table>

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 (the “Society”) as of December 31, 2010 and 2009, 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 audits.

We conducted our audits 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 audits provide 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, 2010 and 2009, 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, Lanoue & McNamara, P.A.
Certified Public Accountants
Kennebunk, Maine

January 31, 2011

Note 13 - Subsequent Events

Subsequent events have been evaluated by management through November 1, 2011, which is the date the financial statements were available to be issued. Other than those described below, there were no material subsequent events November 1, 2011 that require disclosure in the financial statements.

In May 2011, the Society obtained a $180,000 term loan with a two-year draw period repayable over 10 years. The loan is for the purpose of employing an Executive Director. The interest rate is at the People’s United Bank Prime Rate with a floor of 4.00%. Interest only payments are due over the first two years, then monthly payments of principal and interest are due based on an eight-year amortization. This loan is cross-collateralized with the loans described in Note 8. There was no outstanding principal balance under the term loan at November 1, 2011.
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 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 15, 2010, the Trustee Recognition Awards were presented to the following uncommon individuals:

**Christina Briggs**

For more than a decade, Chris Briggs has been a dedicated leader of the Society’s National Streetcar Museum at Lowell, playing key roles in planning the Museum, raising funds for its construction, creating the exhibits, and managing their operation. She has filled a vital role as Seashore’s prime contact person with our partners, the Lowell National Historic Park, leading to numerous cooperative efforts between the parties.

She led the fundraising efforts for construction of the exhibit and the move of NOPSI 966 to Lowell, filing countless grant applications on behalf of the Society. She is also the driving force behind the project to expand the Lowell streetcar system and to ensure the Society benefits by participating in the system’s growth.

Chris is also a founding member of the National Streetcar Museum at Lowell’s Advisory Board.

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

**Mike Frost**

Beginning in January 2009, Mike has made invaluable contributions to the organization and preservation of the Society’s library. Mike has inventoried and packed over one thousand books held by the library. This activity involved removing them from various boxes or loose piles in the old library building, filling out a data sheet, including a location code for the volumes’ new storage location. Mike sorted books for appropriate storage (permanent collection vs. those outside the scope) packing them accordingly. He also moved the vast majority of these by himself to the safety of the library container. Mike’s efforts have made possible the current computerized inventory of over 1400 books held by the library, which number increase almost weekly. He has also provided ongoing aid in monitoring and maintaining the old library structure.

This extensive support of the library is in addition to his activities in other departments at Seashore and his public service activities to the community.

**Jim Mackell**

Jim is a relatively new member of Seashore, having arrived only a few years ago. He quickly has become one of our most active volunteers regularly demonstrating his advanced woodworking skills. He has tackled a wide range of projects, including fabricating the pilots and many other parts for ASL 100, replacing the roof of Birney 1, leading the contract fabrication of seats for San Francisco Muni 1, and fabricating new platform posts for Philadelphia 6618. He has also showed skill and leadership in tasks outside of the restoration shop, such as fabricating a new door for Riverside Carhouse.

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

**Jack Naugler**

For many years, Jack has been one of the Society’s dedicated volunteers both in Lowell and Kennebunkport. In Lowell, Jack is a qualified instructor for the Museum’s operations, regularly operating NOPSI 966. He also wrote the operating guide for our Lowell crews. He has taken the lead in maintaining 966 in top operating condition, and was a stalwart force when we created the national Streetcar Museum at Lowell exhibit.

In Maine, Jack is not only a regular operator, but also a key volunteer in the restoration shop, using his electronic skills in projects such as perfecting the low voltage power system in Wheeling 639. Jack is also in charge of the Operation Department’s Level 1 training program for new volunteers.

For your efforts and dedication on behalf of the New England Electric Railway Historical Society and its Museum, we acknowledge and honor your devotion, leadership, and service.
Above: The very distinctive appearance of a Boston center entrance train is captured in this Jamaica Plain view from the late 1940s. The restoration of Seashore’s cars 6131 and 6270 has a goal of bringing this image to life for generations who never saw it first hand.

Below: Another big city view from mid-century shows a Detroit Peter Witt car on a surprisingly auto-free Monroe Street in the waning days of conventional streetcar operation. The acquisition in 2010 of sister car 3876 means one of these cars will operate in Maine.