



**New England Electric  
Railway Historical Society**

**Seashore Trolley Museum**

**2011 Annual Report**



**The National Collection of American Streetcars**



# New England Electric Railway Historical Society

Founded in 1939 by Theodore F. Santarelli de Brasch

## About the Society

The New England Electric Railway Historical Society is a nonprofit educational organization which owns and operates the Seashore Trolley Museum in Kennebunkport, Maine and the National Streetcar Museum at Lowell. The Seashore Trolley Museum is the oldest and largest in the world dedicated to the preservation and operation of urban and interurban transit vehicles from the United States and abroad. It has a large volunteer membership and small full-time staff devoted to preserving and restoring the collection, conducting educational programs, and interpreting and exhibiting the collection for the public. Donations are tax deductible under chapter 501(c)3 of the Internal Revenue Service code.

## Front Cover

**Upper:** A group of students from Thornton Academy in Saco volunteered during Pumpkin Patch. Here they are monitoring the “patch” that had been moved inside Riverside Carhouse due to soggy conditions outside. Pumpkins are “growing” on the step of Sydney, Australia tram No. 1700. PM

**Lower:** Washington DC PCC car No. 1304 was dedicated in 2011 after a largely volunteer restoration that stretched over a number of years. The car operated under its own power in streetcar configuration on May 25, almost exactly 50 years since it left Washington for General Electric’s plant in Erie, PA where it was used for some years to test automated control systems for future generations of rapid transit cars. JS

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## 2011 Annual Report

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## Letter to Members

In 2011 the Seashore Trolley Museum and the National Streetcar Museum at Lowell both continued their long tradition of hosting thousands of visitors who learn transportation history by experiencing rides on historic transit vehicles and by viewing artifacts and exhibits. As well, the year marked significant progress in meeting the essential goals set in the ongoing strategic planning process and improving the Society's collections and facilities.

### Strategic Planning

The key conclusion reached at a strategic planning session comprising trustees and regular members on March 19<sup>th</sup> was that engaging a professional executive director was the most important precursor to completing the critical planned tasks needed for the Society's operations to reach their full potential. As funding was not immediately available to underwrite the director's position efforts were launched to find the needed funding.

Over the course of the year the Society's development and finance volunteers explored a variety of options, concluding late in the year that the initial period of the director's position would be funded by securing pledges from members and by drawing on some available fund reserves. Over time, the efforts of the executive director are expected to increase revenues sufficiently to more than cover the cost of the position, as has been the experience of peer museums that have successfully filled the director's position.



**Above:** Washington PCC 1304, in its bright art deco D. C. Transit livery of 1957, was returned to operation this year for the first time since ending its service life in the Nation's Capital in 1960. JS

As the year ended, the search for an executive director was formally launched, and subsequently concluded successfully with the selection of Sally A. Bates in early 2012.

### Building Maintenance

An area receiving increasing attention in recent years has been maintaining the buildings that house Seashore's collection in ways that are both effective and affordable. As most of these buildings have been in service for a half-century and were financed and built by member contributions when resources were very limited, it is understandable that they would need both structural and cosmetic repairs. In 2010, two carhouses and the shop buildings received attention. See the report on page 18 for details on repairs to Fairview and Highwood carhouses.

The main hall of the Town House Resto-

ration Shop was erected in the mid-1960s and has served the Society well. However, years of expansion and contraction in Maine's variable weather has taken its toll in particular on the roof. A first step in upgrading the roof was taken following an engineering study. The work involved welding additional structural members onto the roof trusses to ensure they can continue to handle the annual snow loads. Subsequent steps will involve upgrading the skylights and roof sheathing and will be undertaken in future years.

All of this work was funded either by member donations secured specifically for the work or by use of funds previously donated for carhouse improvements, with a modest contribution from the year's operating budget.

### Restoration Progress

The Town House Shop continues to advance a wide variety of projects. The large and talented permanent staff has the skills to tackle almost any aspect of work, even on badly deteriorated vehicles. A large number of volunteers supplement the staff ensuring that the funds donated toward restoration go even further.

A highlight of 2011 was the dedication of Washington PCC car 1304, bringing to near completion a volunteer restoration program stretching back a number of years. A few technical issues remain to be solved before it is operated regularly, but the car operated on the museum line on a number of special occasions this year, marking its first operation as a passenger car since it was retired almost exactly a half century earlier.

A significant project launched this year



**Above:** Building work finished in 2011 included paving the apron in front of Highwood Carhouse. TS





**Above:** Seashore's New Orleans 966 marked the eighth year of operation in Lowell. It is shown here with two of the Lowell National Historical Park's replica cars in front of the Boott Mills in May. RS

was the restoration of Middlesex and Boston Street Railway car 41, the only survivor of that once extensive system operating west of Boston. Boston center entrance car 6131 saw progress on reconstruction of its steel structure, control equipment, and air system. Eastern Massachusetts Street Railway lightweight car 7005 had much of its steel siding replaced. Similarly, much of the tongue and groove siding on Twin City Rapid Transit Gate car 1267 was replaced. Rebuilt sash and refinished woodwork helped advance Philadelphia Nearsides car 6618. Regauging of the trucks of Toronto Peter Witt 2890 from the city's 2 3/8 inch wider than standard gauge was completed as part of the car's renovation. Boston Blue line 1978 subway cars 0622 and 0623

operated on the Society's main line for the first time after being equipped with trolley poles. Further information on all of these projects is in the Conservation Report starting on page 6.

An important car was added to *The National Collection of American Streetcars* with the acquisition of New Jersey Transit PCC No. 5. This 1946 product of the St. Louis Car Company was delivered new to the Twin City Rapid Transit of Minneapolis-St. Paul but only ran there until 1953 when it was sent second hand to Newark, where it ran for 48 years. A goal of *The National Collection* is to represent all of the cities that were first tier in terms of population and importance during the primary street railway era

from the 1890s until the post World War II era. The acquisition of Detroit Peter Witt car 3876 in 2010 and of Newark No. 5 in 2011 fills the last two essential gaps in this collection.

## Library

With design completed for the proposed new library, the Society engaged an outside capital funding consultant to perform a campaign feasibility study for the project. This study continued at year end. Meanwhile, the very active volunteers in the Library Committee continued their efforts to improve the temporary but secure onsite storage of library material. Also with our partners at York County Community College, efforts continued to make progress scanning and cataloging collection items, including making some material available on line. For full details see the Library Report on page 5.

## National Streetcar Museum at Lowell

This year was the eighth full year of operation of Seashore's New Orleans 966 in Lowell paired with our exhibit *On Track: Transit in the American City, In Lowell and Across America*. As in past years, the exhibit in the Mack Building, across from the Lowell National Historical Park's visitors center, was open on weekends throughout the year, and car 966 operated, staffed by volunteer crews, on weekends and holidays from May to October. Close cooperation with National Park Service and City of Lowell staff continues to be essential to our success.

A key activity this year was the selection of a team lead by Lexington, MA, based exhibit design firm Wondercabinet to define exhibit techniques to be used on the planned Mobile Museum evolution of our offerings in Lowell. A grant from the Theodore Edson Parker Foundation awarded in 2010 is sponsoring this design study. This study was intended to address the fact that traditional indoor museum exhibits in Lowell have not been attracting visitors as successfully as in the past, yet visitors remain drawn to streetcar rides. The intention of the Mobile Museum concept is to focus interpretation on and around the streetcar ride, with historical information available through exhibit material and videos inside the streetcar, through kiosks with interpretive material at streetcar stops, and via a location-sensitive mobile phone app with full access to all exhibited material, plus more historical information. The study was well underway at year end.



**Above:** John Mercurio leads a tour for a group of volunteers participating in the trolley car wash. PM





**Above:** A Prelude crowd on New Haven 1160. PM

Additionally, Seashore remains an active participant in planning to extend the National Park's streetcar line, initially designed to transport visitors to key Park venues, to reach through the city and to the commuter rail station so it will become a downtown circulator serving commuters, university students, local residents, and visitors alike. After more than 10 years of planning efforts, the concept of the expansion has attracted wide community support, including the City, the University of Massachusetts, Hamilton Canal District developer Trinity Financial, and the local business association. Feasibility studies have been completed and funding is being pursued to build the line. Regular operations would be provided by replica streetcars, with supplemental interpretive service from Seashore cars implementing the Mobile Museum program.

## Events

A number of events oriented to different groups of visitors were held in 2011, some repeats of annual events and others one-time events unique to this year.

Perhaps the most popular event for transit enthusiasts is the annual Transit Day, held this year on October 8. The emphasis of this event is to allow visitors to experience as many varied modes of historic transportation as possible, including buses, trackless trolleys, and rapid transit trains in addition to streetcars. Visitors travelled from as far as New York and Philadelphia for the event and reported great satisfaction with the program.

One of the largest annual events for residents of our area is the annual Pumpkin Patch, held on consecutive weekends in September. The intention of the event is to give younger visitors an enjoyable time while also educating them about both passenger and goods transportation. Visitors ride a streetcar to Meserve's Crossing where a pumpkin patch is set up (using donated, not grown pumpkins). After

entering the patch, each young visitor selects a pumpkin of his or her own, optionally decorates it, then checks it for transportation on an express car back to the visitors center, where after reclaiming the pumpkin, other entertaining activities are to be found. The event is highly weather dependent, with rain shrinking attendance and forcing the patch inside. Despite some damp weather, 1,800 visitors attended over the two weekends in 2011. Thanks to the many volunteers who helped make the event a success and to the many donors who contributed materials or funding.

The last event of each year is the Christmas Prelude celebration, held in concert with area businesses to encourage seasonal shoppers to come to Kennebunkport's Dock Square and other business locations beyond. Rides aboard a decorated streetcar complemented by seasonal beverages and snacks are features of the event. The Museum Store is open for Christmas purchases as well. An unusual feature of this year's edition was the snowless landscape on the two December weekends of the event, in contrast to the deep drifts often experienced during this event.

A new event this year was a Night Photo Shoot advertised to serious rail photographers who would pay a special admission to photograph interesting streetcars parked and illuminated in a way inviting for tripod-mounted photography. The event, held in early June, drew a number of serious photographers and is planned to be repeated in future years.

This year the American Public Transportation Association (APTA) held its annual Rail Conference in Boston. This included meetings of the APTA Streetcar Committee, in which Seashore has served as a founding member (including sponsoring the Committee's web site [www.heritage-trolley.org](http://www.heritage-trolley.org)). The conference included optional rail excursions to both Lowell and Kennebunkport to see our operations. In Lowell, a bus borrowed from the National Park Service carried the group from the rail station to the streetcar. In Kennebunkport, Seashore's Bus Department provided the same service using Hamilton articulated bus 518203.

Following the successful Boston Trolley meet held in Stoneham, MA, in 2010, the Board voted to participate in sponsoring the next iteration of this biennial event in 2012 to be held in Brookline, MA. Again



**Above:** Our late Trustee Robert F. Hughes at the controls of a PCC II in his native Philadelphia. JS

the Society will jointly sponsor the event with the Boston Street Railway Association, the Boston Chapter of the National Railroad Historical Society, and the Bay State Society of Model Engineers.

## Transition

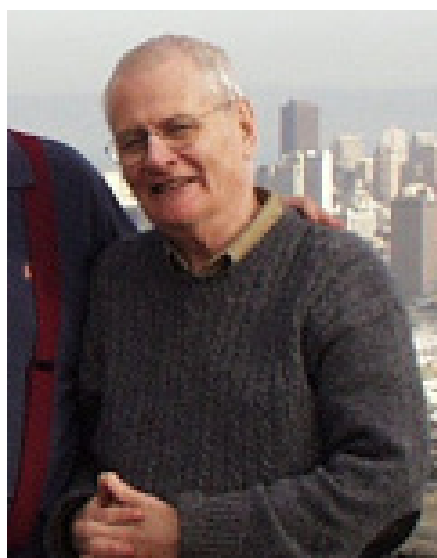
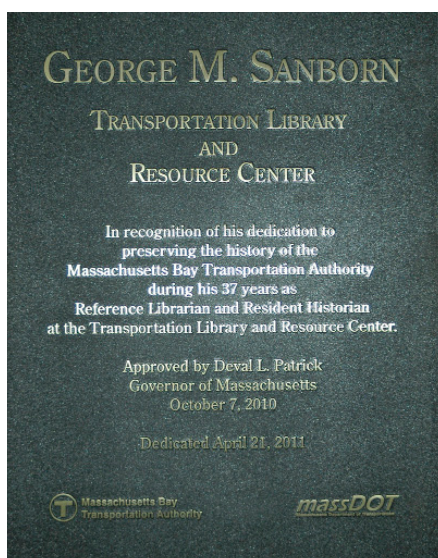
An inevitability is that as time progresses members of our community pass on, especially in an organization that has attracted so many people passionate about transportation systems that flourished in the first half of the 20<sup>th</sup> century. Unfortunately, in 2011 we lost a number of long-time members who had served as Trustees and/or officers of the organization.

One of the best known to current members is Robert Hughes, a transit professional who resided in Philadelphia but regularly traveled to Maine to play an ac-



**Above:** A period streetlight was restored by volunteers and installed at Arundel Station. JS





The Massachusetts State Transportation Library was renamed and dedicated to the memory of Seashore Trustee George Sanborn. **Top:** MBTA General Manager Richard Davey addresses the April 21 gathering. **Above left:** The commemorative plaque. **Above right:** George Sanborn on a visit to San Francisco. JS

tive leadership role as Director of Railway Operations and as a Trustee. He recruited and mentored members of all ages and was greatly admired by many. He also helped procure hard-to-find parts to support our restoration projects. A stroke suffered just after driving from Maine back to Philadelphia two years prior claimed Bob late in the year.

Another long-time member with strong Philadelphia ties was Richard T. Lane, Jr. who for many years commuted from Philadelphia annually to work on Philadelphia Nearside car 6618, and also served as a Trustee. He resigned from the Pennsylvania Railroad to take on the position of the Society's first full-time Museum Director. After stepping down some years later he continued to work for the Museum by joining the staff of the restoration shop, working there for a number of years.

John Coughlin was a very active member in the 1950s and 1960s, and played a leadership role in construction of many of Seashore's carbarns and the Visitors Center. He also served as a Trustee and remained active until relocating to northern Maine.

William Dox, Jr., was a Maine native with a strong affinity for the street railways and interurban lines that were once found throughout the state. He located and arranged for the acquisition of Portland-Lewiston Railroad car 14, *The Narcissus*. He was a key participant in fundraising efforts and also served as a Trustee. He also used his many contacts throughout Maine to arrange the donation of a number of rail sidings to provide rail for both the main line and carhouse expansion. He was a key player in the retrieval and transport of the rails and ties to the Museum.

We are saddened by the passing of these invaluable members of the Seashore community and will treasure their contributions always.

In the 2010 report we noted the passing of another well-known member, George M. Sanborn, and of the special honor enacted by the Commonwealth of Massachusetts in his memory. Signed by Governor Deval Patrick on October 7, 2010, was a legislative act designating the State Transportation Library in Boston as the George M. Sanborn Library. George had served as reference librarian in that facility for decades and was known throughout Boston media, government, and educational circles as the go-to person for information about the city's transportation heritage.

To commemorate the legislative act, a public ceremony was held at the library on April 21, 2011. Speakers included State Secretary of Transportation Jeffrey Mullen, Massachusetts Bay Transportation Authority General Manager Richard Davey, State Representative Byron Rushing, and a number of other officials, colleagues, and friends who had worked with George over the years. George for many years had played a leading role in Seashore's library program; had sponsored the acquisition of a number of important exhibits; and long served as a Trustee.

## Financial Support

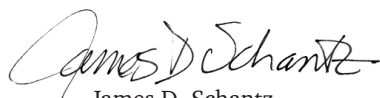
Once again in 2011, the Society's membership demonstrated its deep commitment to the success of the organization's efforts. Total contributions, the majority of which came from museum members, exceeded \$330,000, an impressive total. More than \$103,000 of this total was donated to the unrestricted fund, the vital but unglamorous resource that pays general operating expenses such as office salaries, utilities, and maintenance of the operating fleet. Cash contributions to the restricted fund, which supports restoration activities and specific projects such as facility upgrades, exceeded \$154,000. Contributions of materials and services were in excess of \$73,000. This level of support is very gratifying. Without it, the Society simply could not function. The board extends its deep thanks to all members and friends who have given so generously. Refer to pages 22 for a listing of donors.

Increasingly, members have been remembering the Society in their wills or their



planned giving. This year \$10,000 was received from our late member Dorothy T. Braun of upstate New York, funding that was placed in the board restricted endowment fund to provide long-term support of general operations. Additionally, a \$33,000 grant was received from the Fidelity Charitable Fund made possible through the generosity and recommendation of the Robert Jeppeson Gift Fund. Another \$5,000 was received from the Harold B. Kelley Revocable Trust and was also placed in the board restricted endowment fund. Our thanks to these members for having included the Society in their major giving plans. We encourage other members committed to a permanent future for their museum to include the Society in their estates.

A noteworthy grant received in 2011 was an award of \$10,000 toward the restoration of Bay State Street Railway/Eastern Massachusetts Street Railway car 4175. The grant was the annual H. Albert Webb Award administered by the Amherst (Mass.) Railway Society. This marked the first time that the grant had been awarded for a second time to a single organization. Our thanks to the Society for supporting the complex project of making this beautifully restored car operational.



James D. Schantz  
Chairman,  
Board of Trustees

## Library Report

*Edward L. Ramsdell, Librarian*

The year 2011 saw excellent progress at the library on a number of fronts.

In December of 2010 the NEERHS Trustees approved a contract with JNB & Associates of Amesbury, MA to conduct a capital fundraising feasibility study to gauge the receptiveness of private support for a new library facility and the contract was signed in mid-January.

There are three phases to conducting a campaign fundraising feasibility study. The first is to identify the best pool of prospects to interview; the second to prepare and conduct the interviews that required mailings and face-to-face interviews with the consultant's staff; and the third to report on the findings, provide recommendations and develop a plan of campaign. The first two phases were completed during the year including two rounds of interviews. The first was primarily within the NEERHS family and then outreach to the greater world. At year-end the interviews were effectively completed with the exception of some follow up for clarification. As 2012 arrived the consultants were continuing analysis of the data collected and preparing a draft final report to the NEERHS.

Architect Herb Fremin who has volunteered endless time in the designing of the new library presented a newly developed computer generated tour of

its interior. This was very exciting as we could for the first time "see" the interior of the proposed facility. Through the use of amazing design software and a lot of work Herb produced images of the completed library from his architectural design data.

The entrance grading and the installation of shelving in early 2011 for the new storage trailers saw the inventory and transfer of a significant part of the Seashore library's holdings from the old building. In addition a second effort began near the end of 2011 to move photographic media to a storage site at Lowell. The Lowell move will both provide a significantly more stable environment for this sensitive material and free up storage space for a number of large items, especially file cabinets and flat files remaining in the building.

The Library Committee in collaboration with our partners at York County Community College (YCCC) remained hard at work on the inventory and preservation of the O. R. Cummings Maine Collection. Of the 44 research albums, 37 were amenable to cataloguing and by year end 24 had been completely catalogued and 34 archivally preserved. These albums contain some 3,555 photographs and street railway maps.

In April Seashore received a grant from the Maine Historical Society to provide an intern to help in the development of an on-line exhibit for The Maine Memory Network exploring the impact of trolleys in Maine. Also at the annual meeting in April Amber Tatnall, NEERHS member and Library Director at YCCC, received a NEERHS Trustee's Recognition Award for her efforts on behalf of the Seashore Library and the cooperative effort with YCCC (see the inside of rear cover for more about this).

Many requests are received and responded to from individuals and organizations around the globe. One of the most entertaining in 2011 was a request from Coast Transportation, a public transit provider in New Hampshire, for assistance with developing design elements for their new fleet of motorized trolleys that reflected the tradition of actual trolleys that had operated in the area over 85 years earlier. These included a dark green paint scheme, exterior bells, side-mounted route signs on the vehicle roofs and interior car cards with images and information of transportation history.



**Above:** Architect Herb Fremin (right center) leads an electronic presentation of plans for the new library at a meeting of the Library Committee in the Visitors Center exhibit room in September. JS



## Conservation Report

Donald Curry, Restoration Project Manager  
Randy LeClair, Museum Workshop Technician

**Highlights** – Detailed curatorial and progress reports on many of the larger projects are placed on the Museum's web-site under the collections area.

- Lexington & Boston (later Middlesex & Boston) Box Car 41 – all diner-era additions removed, straightening the body, considering proper trucks, discovering original decorations, 14 original sash were repaired
- Boston Elevated Railway Center Entrance Car 6131 - Air brake piping and control wiring installed, control box installed, contracts let for milling wood floor and body sheet metal, motor overhaul estimates obtained
- Twin City Rapid Transit Gate Car 1267-side and rear wainscoting boards painted and installed, belt rails spliced.
- Denver & South Platte Birney Car 1 – All side sheets fitted ready for riveting, corner posts fabricated
- Philadelphia Rapid Transit Nearside Car 6618 –All sash rebuilt, lower side angle/sill rust removed, painted, side wood panels installed, ready for steel exterior panels.
- Eastern Massachusetts Street Railway lightweight Car 7005 – Underfloor mechanical/electrical components sited using builders plans, overhaul of components, squaring up ends for installation of platform knees
- Sydney, Australia P-Class Tram 1700 – trade of spare truck frame for brake shoes and other parts
- Blackpool Standard Double Deck Car 144 – enters Town House Shop, interior refinish, study wheel tire problem
- Toronto Peter Witt Car 2890 – Truck parts prepared for assembly, wheel set bearings cleaned up for installation, motors removed ready for overhaul when funds are available
- Washington DC PCC Car 1304 –

Control wiring drawings prepared, first operation in 50 years , MG set non-functional

- New Haven Closed Car 1160 –Out-of-round wheel problem corrected, car now in regular service
- New Haven Open Car 838– Headlining removed for replacement. Light and motor control wiring in process of replacement
- New Jersey Transit PCC Car 5 – Five-color exterior paint scheme in process, pantograph hardware removed, prepare for return of trolley pole.
- Boston Elevated Railway Type 5 Car

5821 – Motor bearing problem keeps out of service, roof/gutter repairs started, heaters now work

- Advertising cards –Many more now available with help from Illinois Railway Museum, Sydney Tramway Museum, Canadian Railway Historical Society, candy company Ganong Bros. Ltd.

## Issues

- Insufficient shop space for all projects
- Condition of Shop roof–ice dams, leaks, dark skylights
- Substandard storage of restored cars



**Above:** Lexington & Boston No. 41 begins its transformation from diner back to streetcar in the shop.  
**Below:** The exact truck needed for the car arrives at Seashore after incredibly surviving in a swamp in Norway, Maine since being dumped there upon scrapping of the local streetcar system in 1919. DC





- all cars are subject to condensation and some to building roof leaks
- Need for sufficient funding stream to support projects in progress – stopping and re-starting a project is inefficient and expensive
- Better organization and storage of curatorial files – too much time spent finding information
- Need for history, significance, and condition report on each collection item.
- Need for codification and staff training in curatorial standards especially developing respect for the original fabric.
- Development of standards for materials used: paint, lubricants, adhesives, etc.
- Better training and certification of staff and volunteers for operation of tools and equipment
- Completely finishing restored/overhauled cars ensuring dependability before releasing for public operation
- Defining length of sponsor funding commitment after car is commissioned

The year 2011 was very productive with about 23 trolley-related and nine Shop building and equipment projects in progress over the year. There was sufficient funding to support a 5-person full time crew including the necessary materials for the restricted fund projects. Unfortunately the funding for the general (unrestricted) fund projects including maintenance of the operating fleet was insufficient to provide an adequate variety of dependable cars for the visiting public, especially smaller, cheaper to operate equipment. Because of the variety of specialized crafts involved, it is difficult to maintain the same high standard for all projects. There is a great need for staff training and apprenticeship to bring everyone up to speed in the necessary crafts.

### Lexington & Boston Street Railway

**Car 41** – First the body was stripped of all its diner-era additions, bringing it back to the original body shell. A significant goal of getting the body straight



**Above:** New Haven 1160 poses with its mate open 303. Both cars have been extensively restored at the Museum.



**Left:** The dial indicator mounted on 1160's truck to help detect the out-of-round condition of one of the car's wheels. DC

and level was achieved but stabilizing that straightness is still elusive. The later era steel sheathing from the car's sides was removed revealing the gaudy short-lived original decorations. Experiments have been successful in reproducing new glue-chipped glass panes for the clerestory. The original plan for rebuilding a Japanese Brill 21E truck frame has been dropped as more careful examination of period photos reveal it was equipped with a Bemis truck similar to what was under our Worcester shop shifter 038. Work started to modify the Worcester model 6A truck, adding 18 inches to the frame as was the original. Studies of patent drawings revealed that 41 was equipped with a different model truck, a Bemis 203.

A tremendous surprise was the availability of the very rare correct Bemis 203 truck from the Norway & Paris Street Railway of northern Maine where it had

remained for many years. Apparently, in 1919 when the line was closed and scrapped its cars, this truck was pushed into a swamp where it stayed for seven decades, hence Seashore's nickname the "swamp truck." Searches for other photos of 41 in its early (but not original) period have turned up nothing so far. Work has begun on repairing and refinishing the car's *Santo Domingo* sash.

### Connecticut Company closed Car

**1160** – After many years in restoration, 1160 became part of the operating fleet. Unfortunately ominous noises developed in one wheel set. Measurements determined it was out-of-round by 0.170 inch, compared with less than 0.040 maximum in the others. In a cooperative effort between A. C. Electric and Montreal Maine & Atlantic Railway's machinist, the wheels were turned true. While they were out Seashore's shop repaired salt damaged journal boxes in 1160's



**Above:** A classic view from the 1970s shows three of Seashore's four New Haven open cars (Nos. 1391, 838, and 303) in service simultaneously on a summer's day on the Museum's main line. DC

Standard O50 truck. After the wheelset was installed the car ran much more smoothly.

#### Connecticut Company open Car

**838** – As a part of 838's major overhaul, the unauthentic Masonite ceiling was removed. It will be replaced with birch. With that removed it was then possible to gain access to the light wiring which had a number of deteriorated spots. Virtually all the car's wiring is being replaced. Some of the old wiring was undersized and there had been several electrical failures.

#### Boston Elevated Railway Center-

**Entrance Car 6131** – The majority of work takes place during the heating season since the car is in a heated compartment. The piping for the air brake system is now installed and leak-tested. The wiring running from the ABPC contactor box to each of the four motor locations

and the control cables to the sequence switch and controller positions have been connected on the box end using prints created by member Gerry O'Regan, who is an electrical engineer. Specs for the specially made tongue and grooved flooring have been given to Maine Woods in Biddeford for production. Installation is now possible with the majority of the under-floor work completed.

The no. 2 end framework was reworked to smooth out irregularities from old Elevated patchwork. Orders have been placed for new air reservoirs and for Don's Sheet Metal to fabricate post caps and window sills for 6131 and 6270. The Tomlinson coupler mounting on the no. 1 end is now complete.

Quotes for overhauling 6131's tired GE 247 motors have been received and work will be done as funds are available. Three will cost \$9,000 each and one requiring

an armature rewind will cost \$15,000.

#### Denver & South Platte Railroad Co. Birney Safety Car 1

– The last of the new steel side sheets was fitted and made ready for riveting. Roof vents were stripped and repainted. New cherry window sash were fabricated to replace deteriorated originals. New ash corner posts were milled and installed in the no. 2 end.

#### Boston Elevated Railway 25-ft. Box

**Car 396** – This volunteer project has seen the beginnings of painting the exterior the 'non-divisional' green and white, the same scheme as used for its role in the movie *The Cardinal*. Ultimately this will include reinstalling its enclosed vestibules. Major structural improvements will have to be made to the platform knees before the car can be operated more than just for shifting..

#### Philadelphia Rapid Transit Near-side Semi-convertible Car 6618

– Over the winter all of its 32 double-window sash were rebuilt by a volunteer. Modifications made when it was converted to an instruction car have made wiring the cab difficult. Many components for the car's left side have been sandblasted and painted.

#### Eastern Mass Street Railway Deluxe lightweight Car 7005

– Thanks to our colleagues at the Illinois Railway

**Below:** Project Manager Donald Curry drills a hole in the new steel framing that makes up the drop center on Boston 6131. The ABPC automatic acceleration control is mounted just in front of him. DC



**Above:** Shop staff members Paul Tetrault and Bernie Bisnette hot rivet 6131's belt rail.

**Below:** Donald Curry and Gary Anderson position the compressed air radiator under 6131. DC







**Above:** Boston Elevated 25-foot box car 396 showing the restoration work done on the sides and window sash. Repainting is in progress on Philadelphia PCC 2709, just behind 396. JS  
**Right:** Jim Mackell removes reinforcing strips from 396 in preparation for repairs and paint. DC



Museum, we now have a complete set of builder's plans for the car. From these many new parts have been fabricated. With them the various underbody components including line switch, brake cylinder, and air reservoirs have their mounts ready to receive the equipment. The ends of the car have been squared and bumpers prepared for re-mounting.

### **Sydney Tramways P Type Car**

**1700** – After numerous reports from the Operating Department about ineffective brakes, an inspection found that half of 1700's cast iron brake shoes were worn

out. As it turned the Sydney Tramway Museum in Australia had received a grant to restore sister car 1728. They needed a truck frame to use as the basis to fabricate a pair of trucks to go with the body. After extensive negotiations we traded the spare truck (less wheels and motors) that was acquired with 1700 for two new sets of brake shoes (16) and some other useful parts.



**Above:** Philadelphia Nearside 6618 being shifted outside the shop. The extensive repair work to the side structure and the front platform are clearly in evidence on this nearly 100 year old classic car. DC

**Brooklyn Rapid Transit convertible Car 4547** – After being out of service for 16 years due to a motor failure, 4547 is now back on the way to being available for special service. The motor frame is now united with the armature, all of which have been overhauled. Both controllers were overhauled and readied for installation. The corroded steel under the platform was rust treated.

### **Blackpool Corporation Tramways Standard Double-decker Car 144**

– The interior woodwork has been refinished and floor strips have been renewed. On December 12, the car was pushed to track 2 in Town House Shop, the only one on which it will fit. Low vertical clearance in the Quonset Extension prevents putting double-deckers on the other two tracks. The body was jacked up and motors and wheelsets removed. As is typical for European cars, its wheels were narrower and equipped with smaller flanges than those used on North American cars. Much research and consultation was carried out before we selected a Boston wheel profile, although with a somewhat narrower tread than standard, that could be applied by turning the tires down. This was done by the Montreal, Maine & Atlantic Railroad's Derby Shops with much assistance by A. C. Electric. Work was started on overhauling 144's B510C braking-style controllers in preparation for replacing the car's wiring.



**Above:** The front platform of 6618, cured of its long-present sag, goes back together.

**Below:** Considerable effort has gone into refinishing 6618's interior wood work, including both wood and brass components of window sash. DC





**Bay State Street Railway Semi-Convertible Car 4175** – Another step in completion of body work was fitting and installing the custom made bronze vestibule door locks and associated hardware. Closure panels were fitted over these doors.

**Chicago Surface Lines Pullman Car 225** – Now a part of the operating fleet, 225 received a general interior touch up.

**SEPTA (Philadelphia) PCC Car 2709** – Repairs to rusted steel side sheets were welded into place. Much of the car has been repainted in the latter-day red, white, and blue scheme.

**Claremont Railway Line Car 4** – The exterior was scraped and painted green. Significant repairs are still needed to its wooden underframe.

**Rochester Peter Witt Car 1213** – The front roll sign box was rebuilt.

**Cleveland Railway trailer Car 2365** – Volunteers have created new seat frames which another member of the staff is upholstering with cane.

**Toronto Transportation Commission Peter Witt Car 2890** – The wheel bearing surfaces have been polished and the truck frames were installed over them after repairs to the brake rigging and painting of the frames. Many of

**Below:** Project Sponsor Doug Anderson examines deteriorated matchboard sheathing on Twin City Rapid Transit gate car 1267. DC



**Above:** Blackpool double decker 144 in the shop for electrical and mechanical work as interior and exterior restoration near completion. DC

the trucks' steel castings were blasted and primed by the Work Opportunities crew. Although 2890's four Westinghouse 510 traction motors are in running condition, they are corroded, full of dirt and carbon dust, and need new motor lead wiring so they must be overhauled. The overhauling cost for the four is about \$20,000

**Below:** Volunteers Jim Mackell and Dick Avey fit a newly fabricated section of belt rail on 1267 to replace a section that had deteriorated. DC



unless something unusual is found.

**Washington DC Transit PCC Car 1304** – A number of tasks were undertaken in preparation for the car's dedication on Members' Day. Gerry O'Regan continued his deciphering and reconfiguration of the control circuitry to undo changes made when the car was used to test automated controls at GE's Erie plant after its retirement. A number of Washington advertising cards were copied from originals loaned by our friends at the National Capital Trolley Museum. The ads were placed inside the car and surrounded by a large number of captioned photos telling the story of PCC streetcars in Washington. Unfortunately, problems with the motor generator set persisted at year end, and will have to be corrected before the car is available for regular service. However, before that, on May 25, the car operated under its own power in streetcar configuration for the first time since it left Washington 50 years earlier. Then on Members' Day in late September it carried loads of enthusiastic passengers for the first time at the Museum.

**Twin City Rapid Transit Gate Car 1267** – All new matchboard for the sides and rear end has been installed over rebuilt wood framing. The individual pieces have been painted on the ends and all sides. New installation includes a space under the end of each board to allow for ventilation. During the winter window

**Below:** Jim Mackell tests the fit of new matchboard pieces, fabricated from higher quality wood and painted on all sides for protection. DC







**Above:** The interior of DC Transit 1304 features reproduced 1950s advertising cards from Washington and an extensive captioned photo array showing the history of PCC cars in the nation's capital. JS

sash and trim were prepared for painting.

### New Jersey Transit (Newark) PCC

**Car 5** - All roof hardware and supports for its latter-day pantograph were removed. New trolley boards and the surrounding rubber mat were fabricated. The process of repainting the car in its distinctive 5-color scheme was begun.

**Operating fleet maintenance** – It is the practice of the Shop to give each car that is to be in regular service a thorough inspection, guided by an extensive checklist. These checklists and narrative reports form a part of the car's history at Seashore, in some cases going back nearly a half-century. Before the inspections are performed the inspector reads through this material which, in many

cases, gives clues as to areas that should be given special attention.

Motors are cases in point. With the Megohmmeter (Megger) it is possible to get indications of impending failures in motors. In many cases low insulation resistance readings are caused by a buildup of carbon dust and road dirt which create paths to ground. If funds are available the motor is taken out and sent to A. C. Electric for preventive maintenance—cleaning and vacuum-pressure impregnation (VPI). Since this program of monitoring insulation leakage Seashore has experienced no motor failures due to low resistance.

Another critical point of observation is recording armature and axle bearing wear.

Boston Type 5 semi-convertible 5821 is a case in point. Over several years the armature bearings of one of its four traction motors have shown signs of wear to the point that, unless the bearings are repaired (re-babbitted or re-machined), the armature will rub on the pole pieces causing a catastrophic (read expensive) failure. Because of this strong possibility, the car has been taken out of service.

During this period extensive repair work has been done to its leaking roof, deteriorating gutters and chipping paint.

Another task completed was rebuilding and rewiring 5821's electric heaters including winding the necessary coils using authentic nichrome wire.

Taking the "better safe than sorry" approach has meant a smaller operating fleet but more reliable one, subject to fewer failures because of the age of the equipment. Many condition reports, including the extensive curatorial reports are placed on the Museum's website as they are produced.

**Advertising cards** – As we strive for more geographic relevance, appropriate time period (no anachronisms!) and good appearance, we have greatly expanded our repertoire of interior advertising cards. From the Ganong Candy Company of St. Stephens, New Brunswick, we obtained several reproductions of their trolley era ads. Our friends at the Sydney Tramway Museum have sent us many images from Sydney in the 1940s as well as replacements for the long-missing dash ads on 1700. ExpoRail of Delson, Quebec has scanned a number of Montreal



**Left:** Paul Tetrault and Bernie Bisnette fit a new cross beam in Eastern Massachusetts Street Railway 7005, replacing a badly corroded original. **DC Above:** John Melanson smooths a weld on the new cross member. The car is of the weight-saving "lightweight" design that saved energy cost and track wear but was subject to corrosion. DC

French language cards, filling this gap in the collection. From the Illinois Railway Museum another 30 generic period cards were obtained. From a member a large number of Nashua/Manchester area World War I-era cards were obtained. No originals are displayed; all are scanned for electronic storage, color copied, and laminated. There are still a number of unrepresented cities.

**Metalworking** – Articles appeared in the *Dispatch* describing the trials of welding old steels, especially integrating them with modern steels. Modern high-performance, lighter weight welding equipment has been purchased and used extensively. A noticeable benefit is the lack of heavy welding leads running across the floor. A planishing hammer to fabricate compound curves was fabricated and used in making Rochester car 1213's signboxes.

The horizontal milling machines have been serviced and put to work producing bearings, among many other vital replacement parts. The vital big shop air compressor was replaced, finally giving an adequate supply for air operated tools.

**Protecting cars** – Thanks to the Work Opportunities crew, a number of cars for which covered storage is unavailable, and the generosity of a member, several 10-oz. white poly tarpaulins have been placed over cars. A number of other tarps already in place on cars were better secured.

#### The Shop facility –

- **Shop electric system** –With the efforts of volunteer licensed electricians numerous improvements have been made, including more lights, upgrading of equipment wiring, and bringing the whole system up to today's code. Special fuse and bulb testers were made.
- **Shop Roof** – Ice dams and numerous leaks caused concern for the roof's integrity. Following the recommendation of SMRT Engineering, the roof trusses were reinforced by welding heavy angles to them. This work was done by a contractor assisted by the staff.
- **Visitor Orientation** – A magnetic display board was created so visitors on the overhead gallery can identify the projects arrayed around the shop in front of them.

## Signal Report

Chester E. Bishop  
Superintendent of Signals

### Signal System Completion 20-

**Year Plan** – Ever aware of the passage of time, especially noticed by our older volunteers, we finally drew-up a plan to complete the railway signal system to Talbott Park in 20 years, with an estimated cost of \$80,000.

The first phase is completion of protection around Meserve's curve, where visibility for motormen is somewhat limited. This includes a new inbound signal at Seaward switch; replacement of the temporary signal at Meserve's crossing with inbound/outbound signals on the same mast; and a temporary inbound dwarf searchlight signal at the gravel pit. The new relay case for future signal No. 42 (inbound at Seaward switch) has already been set up and wired, and the foundation was installed several years ago.

Second is replacement of signal foundations at the Visitors Center and Morrison Hill station, including moving the grade crossing signal to the other side of the track, and provision of a new inbound platform (with a high-level section) beside Riverside barn.

Third is installation of new inbound and outbound signals at Doherty switch, a second grade crossing signal at McKay Crossing, replacement of the inbound signal approaching the crossing, and a new signal outbound before Seaward switch.

Fourth is new signals out to Talbott Park, including new inbound/outbound signals on the same mast at the gravel pit, a new inbound timing signal at Tower 1, doing away with the present stop sign, new inbound/outbound signals on the same

mast at the bottom of the curve at Talbott Park, new inbound signal at the top of the curve at Talbott Park, new outbound route-indicating signal at the entrance to Talbott Park, new dwarf signals leaving Talbott Park loop, and relocation of the dwarf searchlight to the present spur track on the main line roadbed, for inbound moves.

Fifth is installation of some older signal favorites on the Highwood lead, including two Lehigh Valley Transit semaphores, a tall wig-wag signal at Highwood crossing, and the Hoeschen clockwork grade crossing signal at Riverside crossing. Also possible is the installation of two lower-quadrant semaphores as a working display. This is an earlier type of semaphore, but was used by the Philadelphia and Western interurban and also by the Market Street Subway-Elevated in Philadelphia, among other places.

### Other improvements and maintenance

– Toggle switches were installed in relay cabinets to turn the signals to flashing yellow when the system is disabled and also during the season when signal system is out of service, replacing the use of the black-and-yellow checkerboard fabric covers.

Metal-oxide varistors were installed on relays to reduce arcing of relay contacts which interrupt 110 volt circuits.

Signal no. 54 (inbound at Meserve's) whose temporary mounting board had become warped, was re-aligned and the relay cabinet was repainted.

Brush was cut at signal equipment storage yards. New tarps were provided for equipment in outdoor storage. The rusted stairs and railings of Tower C were prepared and painted by a volunteer crew.

**Right:** Signal superintendent Chet Bishop poses with a signal system control box, with all batteries, switches, and other components carefully and neatly wired. DC





## Marketing Report

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

In 2011, visitation by groups was a significant component of Seashore's attendance, and the Marketing Department solicited attendance by these groups then ensured their visits were successful. A total of 65 groups made reservations to visit the Museum. Of this number 11 were school groups, three were automobile club members groups, and three were railroad enthusiast groups. The group admissions total for the year was 1,686. This is a meaningful number but represents a decline from previous years.

Again this year brochures were placed in display racks used by visitors to the area by Here's Where Inc., the company that covers York County plus parts of Cumberland County and into Portsmouth, NH. It was reported that over 23,000 were taken from the racks. In addition, 3,200 brochures went to Maine Tourism Association for display racks at the York and Fryeburg Information Centers.

Kemp-Goldberg Partners, a Portland based marketing company, kindly offered to create and print posters promoting the Museum. They created a set of seven 8½ inch by 12 inch colored posters and printed 50 sets. Half were given to the Museum and some of their employees placed posters in locations around the Ogunquit and York region. Museum volunteers found only a few spots in the Kennebunkport/Kennebunk area that would accept posters without charge. This effort was undertaken by Kemp-Goldberg as an in-kind-donation to the Museum

worth \$19,011. This group also provided posters for Pumpkin Patch in 2010 and reprinted them, with current dates, for 2011. Our thanks to Kemp-Goldberg for this innovative and valuable donation.

Seashore Trolley Museum was represented by display and volunteer attendants at 14 exhibit opportunities; including railroad related shows, model railroad shows, and community shows. These shows were in Massachusetts, New Hampshire, and Maine. In each case, at least two member-volunteers provided brochures, answered questions, and invited people to come to Maine to visit the Museum. Thanks to Roger Carlson, John Grady, and Jack Naugler for their efforts on behalf of the Museum.

The Marketing Department made donations to 16 agencies (Schools, public TV stations, and other deserving agencies). Most donations were two all day family Passes. Donations of 12 "Be-A-Motorman" plus family Pass Certificates were given to each of two public television stations, Maine Public Broadcasting Network and New Hampshire Public Television, for their annual auctions. The large number of certificates was given to ensure that Seashore Trolley Museum was included in the list of "Silver Donors".

Press releases were sent to the Maine and New Hampshire print media on three occasions: Training for New Operators, Founders' Day with a Trolley Parade and Pumpkin Patch. In addition to the print media, Patricia Erikson created a site on Facebook to promote Pumpkin Patch. She reported that she thought the reaction was very positive.

## Pumpkin Patch Trolley

*Matthew D. Cosgro*  
Pumpkin Patch Event Coordinator

The Pumpkin Patch Trolley special event had its humble beginnings in 1999 during the Museum's 60<sup>th</sup> anniversary with an actual pumpkin patch on the farm belonging to our neighbors, the Wentworths. Now in its 13<sup>th</sup> year, no matter your business partners, where your pumpkins come from, how you advertise, and what contingencies you have, we are reminded that we remain at the mercy of Mother Nature. The theme of the event is for young visitors to both have fun and learn a few lessons about transportation at the same time. Trolleys carry them to the pumpkin patch where they pick a pumpkin of their own, then check it for transport back to the Visitors Center on a work or express car. They then ride back and reclaim their pumpkin. Other activities at both the pumpkin patch and the Visitors Center are enjoyed by the visitors.

Every year the Wentworth Family graciously allows us the use of their field adjacent to the Meserve's Crossing stop on our main line. But this year with the soaking the field was forecasted to receive the night before the event, and with no direct sun during the day, the field would likely be very wet all weekend long. Consequently, it was decided to try a new approach this year, to have the pumpkin patch on the lawn in the center of the museum campus. Ed LeBlanc at



**Below:** For this year's Pumpkin Patch event, soggy conditions at Meserves caused the patch to be relocated to the lawn at the center of the museum. Families are shown making their pumpkin selection. DC  
**Right:** One of the popular extra activities offered to the young visitors is face painting. PM

Anderson Farms, our pumpkin supplier, understands our event and does whatever it takes for us to have a successful event, even dealing with last minute weather changes.

A few different approaches were tried with advertising for the event this year. Kemp Goldberg Partners in Portland revised the posters they designed for us last year and even created a new one, as a donation to the Museum. They also worked on general posters for the Museum that included clever tag lines such as "It's not that we're stuck in time, we just don't see that flying machine catching on" and "Until they put a man on the moon, Seashore Trolley Museum is as amazing as it gets." Patricia Erikson of Whitecap Consulting Services helped us with social media advertising on Facebook and Twitter.

Fundraising was expanded this year to help cover the addition of carnival games. With eight games and a well stocked prize table, many families visiting the event were pleasantly surprised and enjoyed this new feature. The games were run by students from Kennebunk High School's Girls Field Hockey Team and Interact Club, students from Thornton Academy, and scouts from Arundel Boy Scout Troop 330.

Leading the activities in the alternative pumpkin patch that sprouted alongside Burton B. Shaw South Boston Car House and inside Riverside Car House due to the rain, Tom Tello and his crew tagged and loaded pumpkins for visitors in traditional fashion. Because of the short run, the Operations Department decided to use a bright orange Boston snow plow and flat/ramp car for delivery to the Visitors Center. Passenger shuttles were offered between Riverside and the Visitor Center as well.

For 2011 we had just over 1,800 admissions over two weekends, with the second Saturday being our busiest day with 584 visitors. With the additional marketing this year, we actually had about 400 more visitors than we did two years ago when the weather was also wet and dreary.

Thank you to everyone that helped and supported Pumpkin Patch Trolley this year, especially our corporate supporters: Kennebunk Savings Bank, Anderson Farms, and Public Service of New Hampshire.

## Trolley Car Wash

Philip W. Morse

After a hiatus of nine years, the Trolley Car Wash service day returned to Seashore in 2011.

On Friday, May 6, the students, staff, and some parent volunteers from Thornton Academy Middle School (TAMS) participated in a community service learning opportunity at Seashore in preparation for the Museum's public opening in its 72nd year.

The more than 140 energetic volunteers were in groups of a dozen or so that rotated through several separate "stations"



**Above:** A young volunteer cleans windows on Rome, Italy single-truck car 279 in Highwood. DC

all while learning to care for antique trolleys and buses that have played an important role in our country's transportation history. Stations included tours of the Museum campus as well as work areas such as washing, sweeping, and dusting historic transportation vehicles. Tours included visits to the Restoration Shop, the exhibit, *History in Motion: Public Transportation Connecting Maine Communities*, and the new developing Civil Rights exhibit, *A Seat for Everyone: Public Transportation Weaving the Fabric of Society*. And, of course, trolley rides for all.

Thornton Academy upper school students who are enrolled in the broadcast journalism and video work program, TATV, documented the visit and created a short video that was broadcast on the local access community TV channel and is available for viewing through the school's YouTube account. [www.youtube.com/watch?v=AbzSWB2qXJ8](http://www.youtube.com/watch?v=AbzSWB2qXJ8)

[watch?v=AbzSWB2qXJ8](http://www.youtube.com/watch?v=AbzSWB2qXJ8)

After returning to school at the end of the day, students were asked to complete a post-visit questionnaire. Questions included: What did you like best about your visit today? If you were able to spend an unlimited amount of money to help the Museum, what would you want that money spent on? Have you ever visited the Museum before today? What surprised you most about what you saw today? What is one thing you learned about public transportation history today?

Surprisingly, fifty students had never visited the Museum before this visit.

Top vote getter for what they liked best was overwhelmingly "Riding the trolleys."

The vast majority of the students would spend money restoring vehicles and "getting the work barns fixed".



**Above:** Car wash students learn about the chilling history of segregation on public transit from exhibits in Washington, D. C. bus 6481. PM

**Below:** An exhibit showing "Jim Crow" signs. PM







**Above:** Thornton Academy students enjoy the view from the top of Blackpool Standard 144. PM

What surprised students? There were many interesting comments. Here is a sampling: "The age of trolleys," "That the trolleys still work," "How many trolleys were at the museum," "There was a huge amount of trolley parts too," "How old the buses are," "What the trolleys looked like before they are restored," "How they fixed them up and how clean they are," "The old rusty trolley 41 had so much history," "How many volunteers there were," "How long restoring a trolley takes," "How much the trolleys changed and impacted our daily commute," "Going inside the trolley," "That it was once a diner," "How many people care," "The length of time green technology has been around," "How much money it takes to restore the trolleys," "All the grease," "They had Moxie!"

What did they learn about public transportation history? Here is a sampling: "The first trolleys were horse powered," "They had to ride them everywhere," "They had funner transportation when they created trolleys," "There's a bunch of 'interesting' history that we don't know about!"

"Trolleys are more environmentally friendly than transportation today," "That a black girl got arrested for not moving to the back of the bus," "That people are bringing the trolleys back," "Trolleys changed America because you could get to places quicker," "It's cool," "It's important," "Trolleys used to be everywhere," "That trolleys were good transportation," "Open cars were created to cool down people during hot days and were called 'breezers'."

This service-learning experience was sponsored by Saco & Biddeford Savings Institution with additional support provided by Arundel Market, Poland Spring Water Company, and Hannaford Supermarket of Saco.

## Christmas Prelude

*Philip W. Morse*

This year marked the 30th anniversary for Kennebunkport's Christmas Prelude. As has happened frequently in recent years, the weather did not bring any snow over the two weekends the Museum was open for the festivities. This lack of snow may have kept some visitors away from attending this community event. Our attendance figures however, were very similar to last year's record high.

This year the interiors of Connecticut Company No. 1160 and Wheeling Traction Company No. 639 were decorated with holiday wreaths and bows. In addition, due to the scheduled visits of passengers from four group tour buses, Boston Elevated Railway No. 5821 and Connecticut Car Company No. 303 were also made available for operations, although not initially decorated.

This year to help decorate the trolleys and Visitors Center area for the event, and to help during the two weekends of trolley operations, we had student volunteers from Thornton Academy in Saco. Thornton Academy is the largest private high school in Maine with enrollment in the 2011-12 school year exceeding 1,400 students. Of those students 119 are tuition-paying international students from 16 different foreign countries. Close to 100 of these students live on campus in three dormitories, with the remaining students living with host families in the local communities. This writer is one of

the residential life staff members living on campus at TA and has the opportunity to suggest weekend opportunities for student trips. Permission was granted to post volunteer opportunities for students to help the Museum for the Pumpkin Patch and Prelude events.

The first Friday afternoon of Prelude was brisk with more than 100 visitors in the three hours of operations. The first Saturday is traditionally the busiest day of the two-weekend event. This day brought with it some added operational challenges when 639 developed mechani-



**Above:** Prelude snacks are offered inside.

**Below:** Student volunteers add the aura of Christmas inside Wheeling Curved-side 639. PM



**Above:** Ribbons on the pine trees indicates Christmas Prelude time, but the weather does not. JS



cal problems sending it to the shop for adjustments. Volunteers scrambled to remove all the wreaths from the interior of 639 and install them in 5821. Thanks to the experienced operators and dispatcher Scott Hooper, all went well and 5821 went into the operating rotation flawlessly and we continued to serve the public without skipping a beat.

Connecticut Car Company open No. 303 was in the mix during the weekends. Being a car designed for summer, one might think that car would not be in the operating fleet during a December event in Maine. Actually, open cars have been a part of Prelude operations off and on for many years. In the earliest days of the Museum's participation in Prelude, Santa Claus (Bob Hughes) and Mrs. Claus (Judy Warner) would ceremoniously ride open top Montreal Tramways observation car No. 2 on their way to the Visitors Center.

This year, one of 303's trips was for a Thornton Academy student who volunteered four days over the two Prelude weekends and culminated his volunteering by becoming a new member of the Museum. Ziming Song is a junior this year at Thornton Academy and is from Shanghai, China. Ziming is a devoted rail fan. Over the Prelude weekends, in between handing out candy canes to disembarking riders from trolley trips, he would critique footage of double-decker trams operating in Hong Kong, light rail and railroad operations in Shanghai, etc., from various international videos from the Museum store. It was fun to hear the dialogue between members as they watched and conversed about the video footage. Ziming is looking forward to participating in the operator training class that will be offered at the Museum in the spring.

Thanks so much to all the museum volunteers that make participating in this event possible, especially Tom Tello, who coordinates all the snacks and hot drinks in the Trolley Fare for the visitors and volunteers to enjoy.

**Right upper:** An ex-Newark PCC car—sister to the Museum's newly acquired No. 5—is painted in DC Transit colors and runs on Market Street in San Francisco. Seashore's Parts Department sells parts that help keep these cars in operation. JS  
**Right lower:** The Parts Department also oversees the duplicate work cars such as the Boston Type 2 compressor car (left) and Type 3 snow plow (right), some of which are potential sources of rare parts for restoration projects. JS

## Parts Department Report

*Daniel Cohen, Director of Parts Department*

The Parts Department in 2011 had another year of active progress locating sources of parts, acquiring parts, distributing parts, organizing and protecting parts to support the Museum's restoration and maintenance functions, generating income through parts sales, and helping sister museums by trading rare parts.

We completed our participation in the complicated dissolution of the Columbia Park and Southwestern museum collection, latterly known as the Lake Shore Electric Railway, in Ohio with the delivery of a trailer truck load of parts from that effort.

A high point of the year was negotiating with the Sydney, Australia tramway museum for a trade of a spare truck frame from a Sydney "P" class car for two sets of proper brake shoes needed to get our "P" class car 1700 back into revenue service. The trade also provided us with other valuable smaller parts. The negotiations were facilitated by a visit of our Parts Manager, Dan Cohen, to Australia at his own expense.

We have initiated negotiation with the Halton County Radial Railway (near Toronto) to trade them a pair of Taylor low level streetcar trucks in return for spare

motors usable on several of our cars.

We have accomplished a number of salvage and bid programs to procure needed air brake and control parts for our New York subway cars. Also, parts from retired GE-equipped Flyer trackless trolleys from Boston were procured to maintain our trackless trolleys and GE PCC cars.

Parts obtained by bid from Boeing SLRVs will facilitate restoration and maintenance of our own Boston Standard Light Rail car 3424 from the 1970s.

We continue to supply parts, surplus to our own needs, to San Francisco for their historic streetcar operation. Brookville Equipment of Pennsylvania has purchased parts to support restorations of more PCCs for San Francisco. We also help Boston's MBTA with needed parts to keep the Mattapan-Ashmont 1945 PCC cars running.

Within the Parts Department, we have designed the layout of the last part of the pallet rack to be installed in the Parts Warehouse and continue building shelves in the steel 40-foot shipping containers. An ongoing program of organizing parts by car systems allows us to readily locate parts needed for restoration and maintenance projects within the museum and to help other museums and heritage trolley operations.





## Bus Department Report

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

### Chicago 166

For many years Seashore has hoped to locate and acquire a dual motor trackless trolley, a design which was common until single motor configurations became the norm by the late 1930s. Some years ago, a Chicago area enthusiast became aware of a 1935 Pullman Standard dual motor trackless trolley built for Chicago Surface Lines, and later retired from active service by successor Chicago Transit Authority in 1955. This coach, CSL No. 166 and renumbered later by CTA as No. 9166, joined several other trackless trolleys of this vintage to be converted for use as portable locker rooms and office space. The converted coaches were typically used to support repair projects at various locations underneath the city's elevated rapid transit lines using a cable connected from their roofs to the L's 600 volt power supply for heating and lighting.

This coach was purchased from the CTA at auction and stored for many years in hopes that it could be preserved by a group in the Chicago area. Ultimately interest there did not materialize and it was offered to Seashore. When uncertainty rose regarding its storage, it was loaded by one of our trucking contractors and moved to his facility in Richmond, VA for temporary storage and will complete its journey later to New England.

### Moving bus parts from Chicago

A Chicago area member offered a large quantity of General Motors bus parts to Seashore, including several completely rebuilt V-drive transmissions of a specialized design for buses. We teamed up on site in Crest Hill, IL to gather the parts and load them for transport. Many of the items we transported have already proved quite valuable in the maintenance of our operating buses.

### Transit Day

Transit Day continued to evolve this year and has become a key event for Seashore in showcasing the breadth of our collection. The day also underscores our unique standing among sister electric railway museums as having a true representation of mass transportation equipment. It provides an opportunity to demonstrate the operation of the various modes together. The event continues to grow in popularity among mass transit



**Above:** Boston bus 6069 and Boston trackless trolley 8361, both operating on Transit Day. TS

enthusiasts and is also beginning to build a general audience with area residents. There were several highlights including improved continuous operation of our developing bus and trackless trolley demonstration roadway with better maneuverability and turning capability enabled by recently replaced drainage culverts. Also noteworthy was the introduction to



**Above:** Chicago Pullman twin motor trackless trolley 166 loaded on a trailer for the trip east. TS

the event of the recently acquired East Boston 0600 series Hawker-Siddeley train from Boston's Blue Line. Finally, overhead line maintenance equipment demonstrations were held and there was a guest visit of a 1989 New Jersey Transit Eagle commuter coach owned by a group of our members from the New York City area.



**Above:** New York (left) and Boston (right) subway trains flank Chicago streetcar 225, showing the diversity of equipment in operation on Transit Day. Attendance is growing for this annual event. JS

**Below:** A group of Seashore members from the New York area traveled to Transit Day in style on this privately owned New Jersey Transit Eagle commuter coach. TS





## Carhouse Repairs

Tom Santarelli

With the museum having marked its 72<sup>nd</sup> anniversary in 2011, much of the museum's infrastructure has been in service for decades. Many of Seashore's carhouses have been housing streetcars, interurban cars, rapid transit cars, and buses far longer than the buildings on their original systems. Not surprisingly, maintenance needs have been growing.

In recent years we have made significant improvements to Shop 1, the Burton B. Shaw South Boston Barn, Highwood Barn, Riverside Barn, and the Town House Shop. This year we finished a program of foundation work we began last year at Fairview Barn. Some of the footings supporting the steel columns and poured by our volunteers decades ago had cracked and shifted. Unstable soil conditions led to the east side of the building and track four shifting outwards, thereby damaging several of the columns. Our partnership with engineers from Portland engineering firm SMRT resulted in a much more stable foundation design, including the provision for adding a frost wall on the east side to hold the columns firmly in place and stabilize the adjacent track bed

Back in 2010 our selected contractor was able to pour four of the new footings and piers on the west side of the building just before the full onset of winter. In the spring after the concrete had fully cured, final height adjustments and finish grouting were carried out allowing the temporary cribbing to be removed. A volunteer crew then began repairs to the adjacent track by replacing approximately ten cross ties, extending one of the rails, and adding stone ballast for leveling and support. The work extended outward upgrading the appearance and access to this area and to better control water runoff and drainage.

To access the work areas on the adjacent East side meant overcoming very soft ground conditions along the drainage ditch next to the building. Fill had to be brought in to allow access to construction areas. Another four footings were replaced over the summer and two sections of frost wall were installed. Upon completion, our track crew moved track four back into position. The Fairview building is now stable and future foundation work will be undertaken as needed. Developments will be monitored closely.



**Above:** Soil conditions around Fairview were a challenge to the contractor doing repair work. Considerable grading was required for equipment to reach the deteriorated footings. Here temporary blocking piles and beams support columns while new footings are excavated then have concrete poured. TS

Since other carhouses were built with similar foundations to Fairview, this work will provide us with valuable design and financial information for those structures if and when such work is required. Fairview is a pilot project deliberately intended to be a future tool.

Meanwhile, capping last year's Highwood improvements, a new asphalt apron was paved across the front of the building by a local contractor. New bollards were installed to provide solid fixtures for securing the doors when open, the outside track was brought to level and ballast rock added to smooth out and improve

the appearance of the passenger loading area of the yard. A section of steel framing was installed by our volunteers to accept new rear exit and access doors. Next to and at the back of the building, new culverts improve drainage and widen the usable roadway at the throat of the future trolley bus loop.

At the Visitors Center several improvements were made to the rear of the building to improve access for deliveries and visitor pathways. This included relocating a storage unit, installing granite curbing, then paving a new walkway, and landscaping.

**Below:** New footings have been poured and the first sections of a frost wall between the footings at each column have been constructed. Future plans call for frost wall around the entire perimeter. TS





## Newark Car Acquired

Fred Maloney

On April 13 New Jersey Transit PCC car No. 5 from Newark joined the Museum collection.

Acquisition of this car fills the final essential gap in *The National Collection of American Streetcars*. For some 60 years the Society has strived to include a signature streetcar from each leading city in the country, as cities stood in importance during the primary street railway era, from the 1890s into the post-World War II period when urban decentralization drastically reduced mass transit use, resulting in the abandonment of streetcar systems in most cities.

Of course any ranking of cities is subjective and open to debate. But in the Society's educated opinion the "essential" cities are now all represented. This is not to say that cars from unrepresented cities will not be added to the collection in the future or additional cars from represented cities for that matter. But with Newark now represented in the collection the quest in this area of the Society's overall collection development has ended.

No. 5 is one of 30 cars procured by predecessor Public Service Coordinated Transport in 1953 from the prematurely-abandoning Minneapolis-St. Paul streetcar system. They were acquired to modernize Newark's Route 7-City Subway line, and only purchased after all other streetcar operations in the once-vast system were converted to bus or hybrid trackless trolley operation.

Car No. 5, originally Twin City Rapid Transit No. 324, was built by St. Louis Car Company in 1946. In Newark the



**Above:** A new footing in Fairview Carhouse after the main pour has been completed and stone backfilled. A second pour will fill the gap to the bottom of the column. The side slots are to support the frost wall running between footings. TS



**Above:** Newark PCC No. 5 arrives on a rainy spring day and is shown being backed into the property, passing another car featuring art deco design that served the Garden State, but further south. Rapid transit car 1023 for decades crossed the Delaware River connecting Philadelphia and Camden. JS

cars replaced streetcars dating from World War I and earlier. The PCC car fleet served the City Subway line for nearly half a century, being replaced by new light rail vehicles in 2001.

Efforts to secure a traditional Public Service streetcar had been unsuccessful, but the 48-years that No. 5 served Newark make this car a very appropriate representative of the renowned system. The car has always been well maintained, and remains in good condition after a decade of storage for anticipated preservation in New Jersey. The Branford museum's past president, William Wall, kindly or-

chestrated procurement of No. 5 for the Museum. In order to extend the time line of *The National Collection of American Streetcars*, No. 5 will not be backdated, and will continue to feature its contemporary New Jersey Transit colors, representing the State transit agency.

Indeed, Seashore already preserves archetypical Public Service Coordinated Transport "Old Look" GMC bus No. K 514, which will be painted in the bus version of the gray-based Public Service paint scheme that the streetcars also carried for approximately two decades after entering service in early 1954.



**Above:** A sister car to the Museum's No. 5 in the livery used on Newark's City Subway line for many years after Public Service Coordinated Transport purchased the cars from Minneapolis in 1953. FP

## SEASHORE TROLLEY MUSEUM

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

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**Above:** Eastern Massachusetts Street Railway snow sweeper P-601 made a rare appearance on Transit Day. Street Railways generally were required to plow streets so cars such as this were common. JS



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**Above:** Wheeling (WV) Curved-side 639—perhaps the most extensively restored car in the Museum's collection—pauses at Morrison Hill after a round trip on the main line carrying visitors. JS



**Above:** A colorful array of city streetcars spanning 40 years include Chicago Pullman 225 of 1908, New Haven open 303 of 1901, Boston Type 5 5821 of 1924

## Museum Contributors

In 2011 more than 490 individuals and organizations contributed to the Seashore Trolley Museum. The total amount contributed exceeded \$330,000. Over \$257,000 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 \$103,000 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 \$154,000.

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

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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:

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# 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, 2011 and 2010.

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

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

However, each significant collection item is catalogued, preserved and cared for, and activities verifying their existence and assessing their condition are performed. The collections are subject to a policy that requires proceeds from their sales to be used to make betterments to other existing items or to acquire other items for collections.

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

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

**Concentration of Credit Risk** - The Society maintains its cash equivalents in local financial institutions which provide Federal Deposit Insurance Corporation coverage up to \$250,000 and in investment accounts which provide Securities Investor Protection Corporation protection up to \$500,000. Unsecured cash equivalents as of December 31, 2011 and 2010 are \$439,456 and \$366,988, respectively. Unsecured investments as of December 31, 2011 and 2010 are \$33,216 and \$40,953.

**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, 2011 and 2010 was \$11,931 and \$18,366, 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 or comparable assets or liabilities. Prices may be indicated

## Statement of Financial Position

For the years ended December 31	2011	2010
<b>Assets:</b>		
Cash and cash equivalents:		
Unrestricted	\$ 396,215	\$ 399,249
Restricted	749,942	766,978
Investments:		
Unrestricted	90,797	90,197
Restricted	449,502	451,019
Other receivable:		
Unrestricted	1,706	2,913
Restricted	4,200	8,353
Prepaid expenses:		
Unrestricted	16,270	21,308
Restricted	3,733	90
Inventories		
Unrestricted	63,778	66,346
Restricted	705	1,649
Pledges receivable:		
Restricted	14,937	44,814
Property and equipment net	1,198,592	1,250,490
<b>Total assets</b>	<b>\$ 2,990,377</b>	<b>\$ 3,103,406</b>
<b>Liabilities and Net Assets</b>		
<b>Liabilities:</b>		
Accounts payable	\$ 4,726	\$ 19,574
Accrued payroll and taxes	7,290	5,685
Current portion of		
long-term debt	11,841	11,191
Deferred revenue	2,550	3,100
Other accrued liabilities	84,128	73,858
Long-term debt	51,625	63,426
<b>Total liabilities</b>	<b>162,160</b>	<b>176,834</b>
<b>Net assets:</b>		
Unrestricted:		
Board designated	267,157	266,019
Undesignated	202,915	211,777
Designated - property		
and equipment	1,135,126	1,175,873
Temporarily restricted	832,316	875,746
Permanently restricted	390,703	397,157
<b>Total net assets</b>	<b>2,828,217</b>	<b>2,926,572</b>
<b>Total liabilities</b>		
<b>and net assets</b>	<b>\$ 2,990,377</b>	<b>\$ 3,103,406</b>

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

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

	December 31, 2011				December 31, 2010			
	Unrestricted	Tempor- arily Restricted	Perman- ently Restricted	Total	Unrestricted	Tempor- arily Restricted	Perman- ently Restricted	Total
<b>Revenue:</b>								
Earned revenue:								
Admissions	\$ 93,102		\$ -	\$ 93,102	\$ 104,917	\$ 4,341	\$ -	\$ 109,258
Annual membership dues	27,270	-	-	27,270	30,461	-	-	30,461
Life memberships	900	-	-	900	3,600	-	-	3,600
Revenue from auxiliary operation	<u>81,241</u>	<u>31,531</u>	<u>-</u>	<u>112,772</u>	<u>96,081</u>	<u>22,545</u>	<u>-</u>	<u>118,626</u>
Total earned revenue	202,513	31,531	-	234,044	235,059	26,886	-	261,945
Contributed support:								
Grants	33,250	50,500	-	83,750	250	3,011	-	3,261
Contributions & bequests	102,691	157,412	1,820	261,923	151,646	163,422	7,830	322,898
Contributions-in-kind	17,710	39,155	-	56,865	23,942	22,473	-	46,415
Contributed Services	<u>16,626</u>	<u>-</u>	<u>-</u>	<u>16,626</u>	<u>26,658</u>	<u>-</u>	<u>-</u>	<u>26,658</u>
Total contributed support	170,277	247,067	1,820	419,164	202,496	188,906	7,830	399,232
Other revenue:								
Interest and dividend income	4,746	2,289	9,458	16,493	4,085	3,466	9,132	16,683
Realized and unrealized gains (losses) on investments	(239)	1,205	115	1,081	6,409	8,094	37,688	52,191
Miscellaneous income	<u>11,900</u>	<u>527</u>	<u>436</u>	<u>12,863</u>	<u>39,242</u>	<u>8,634</u>	<u>-</u>	<u>47,876</u>
Total other revenue	\$ 16,407	\$ 4,021	\$ 10,009	\$ 30,437	\$ 49,736	\$ 20,194	\$ 46,820	\$ 116,750
Net assets released from restrictions:	<u>344,332</u>	<u>(326,049)</u>	<u>(18,283)</u>	<u>-</u>	<u>298,582</u>	<u>(281,501)</u>	<u>(17,081)</u>	<u>-</u>
Total support and revenue	733,529	(43,430)	(6,454)	683,645	785,873	(45,515)	37,569	777,927
<b>Expenses:</b>								
Program services								
Curatorial and exhibits	<u>421,441</u>	<u>-</u>	<u>-</u>	<u>421,441</u>	<u>389,934</u>	<u>-</u>	<u>-</u>	<u>389,934</u>
Supporting services								
Membership	20,747	-	-	20,747	16,509	-	-	16,509
General & administrative	245,155	-	-	245,155	226,051	-	-	226,051
Fundraising	2,204	-	-	2,204	2,954	-	-	2,954
Auxiliary operation	<u>92,453</u>	<u>-</u>	<u>-</u>	<u>92,453</u>	<u>103,368</u>	<u>-</u>	<u>-</u>	<u>103,368</u>
Total support services	360,559	-	-	360,559	348,882	-	-	348,882
Total expenses	<u>\$ 782,000</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 782,000</u>	<u>\$ 738,816</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 738,816</u>
<b>Change in net assets</b>	(48,471)	(43,430)	(6,454)	(98,355)	47,057	(45,515)	37,569	39,111
<b>Net assets, beginning of year</b>	<u>1,653,669</u>	<u>875,746</u>	<u>397,157</u>	<u>2,926,572</u>	<u>1,606,612</u>	<u>921,261</u>	<u>359,588</u>	<u>2,887,461</u>
<b>Net assets, end of year</b>	1,605,198	832,316	390,703	2,828,217	1,653,669	875,746	397,157	2,926,572

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

# Statement of Functional Expenses

2011

Year Ended December 31, 2011	Curatorial & Exhibits	Membership	General & Administrative	Fund Raising	Auxiliary Operation	Total Expenses
Salaries and related expenses	\$ 138,552	\$ -	\$ 73,059	\$ -	\$ 27,711	\$ 239,322
Contributed services	-	-	16,626	-	-	16,626
Professional fees	72,209	-	24,875	-	63	97,147
Utilities	25,102	2,699	8,255	-	221	36,277
Conservation and maintenance	109,349	1,201	8,308	-	-	118,858
Taxes and fees	55	-	4,283	-	478	4,816
Insurance	-	-	18,151	-	-	18,151
Rent and equipment rental	32,250	-	6,590	-	239	39,079
Administration	12,179	15,968	41,425	2,204	3,837	75,613
Interest	-	-	4,030	-	-	4,030
Miscellaneous	16,252	-	-	-	-	16,252
Cost of goods sold	1,599	-	-	-	49,124	50,723
<b>Total expenses before depreciation</b>	<b>407,547</b>	<b>19,868</b>	<b>205,602</b>	<b>2,204</b>	<b>81,673</b>	<b>716,894</b>
Depreciation	13,894	879	39,553	-	10,780	65,106
<b>Total expenses</b>	<b>\$ 421,441</b>	<b>\$ 20,747</b>	<b>\$ 245,155</b>	<b>\$ 2,204</b>	<b>\$ 92,453</b>	<b>\$ 782,000</b>

2010

Year Ended December 31, 2010	Curatorial & Exhibits	Membership	General & Administrative	Fund Raising	Auxiliary Operation	Total Expenses
Salaries and related expenses	\$ 152,340	\$ -	\$ 51,890	\$ -	\$ 33,860	\$ 238,090
Contributed services	-	-	26,658	-	-	26,658
Professional fees	6,739	-	25,120	-	223	32,082
Utilities	23,329	2,724	12,016	-	59	38,128
Conservation and maintenance	80,915	111	9,452	-	9	90,487
Taxes and fees	11	-	3,810	-	411	4,232
Insurance	500	-	18,306	-	-	18,806
Rent and equipment rental	31,727	-	5,810	-	312	37,849
Administration	36,842	12,795	51,956	2,954	3,218	107,765
Interest	-	-	4,479	-	-	4,479
Miscellaneous	18,218	-	-	-	311	18,529
Cost of goods sold	-	-	-	-	54,061	54,061
<b>Total expenses before depreciation</b>	<b>350,621</b>	<b>15,630</b>	<b>209,497</b>	<b>2,954</b>	<b>92,464</b>	<b>671,166</b>
Depreciation	39,313	879	16,554	-	10,904	67,650
<b>Total expenses</b>	<b>\$ 389,934</b>	<b>\$ 16,509</b>	<b>\$ 226,051</b>	<b>\$ 2,954</b>	<b>\$ 103,368</b>	<b>\$ 738,816</b>

models). Net present value is an income approach where a stream of expected cash flows is discounted at an appropriate market interest rate.

For the year ended December 31, 2011, 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, 2011.

Pledges Receivable	Quoted Prices			
	Fair Values	Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
Mutual Funds	\$ 540,299	\$ 540,299	\$ -	\$ -
Pledges Receivable	14,937	-	-	14,937
<b>Total</b>	<b>\$ 555,236</b>	<b>\$ 540,299</b>	<b>\$ -</b>	<b>\$ 14,937</b>

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

## Pledges Receivable

Pledges receivable, gross at December 31, 2010	\$ 45,000
Pledge payments received during 2011	(30,000)
Less:	
Discount at .15% (US Treasury bill 3-month rate)	(63)
Pledges receivable at December 31, 2011	\$ 14,937



## Statement of Cash Flows

For the years ending December 31	2011	2010
<b>Cash flows from operating activities:</b>		
Change in net assets	\$ (98,355)	\$ 39,111
Adjustments to reconcile change in net assets to net cash provided by (used in) operating activities:		
Depreciation	65,106	67,650
Net realized and unrealized (gain) loss on investments	(1,081)	(52,191)
Changes in operating assets and liabilities:		
Other receivables	5,360	31,416
Prepaid expenses	1,395	(1,023)
Inventories	3,512	(7,800)
Pledges receivable	29,877	29,877
Accounts payable	(14,848)	4,173
Accrued payroll and taxes	1,605	(1,109)
Deferred revenue	(550)	(1,890)
Other accrued liabilities	10,270	(13,323)
<b>Net cash provided by (used in) operating activities</b>	<b>2,291</b>	<b>94,891</b>
<b>Cash flows from investing activities:</b>		
Purchases of investments	(83,669)	(24,377)
Cash paid for purchase of property and equipment	(13,208)	(56,498)
<b>Net cash provided by (used by) investing activities</b>	<b>(11,210)</b>	<b>(51,195)</b>
<b>Cash flows from financing activities:</b>		
Principal payments on long-term debt	(11,151)	20,104
<b>Net cash provided by (used in) financing activities</b>	<b>(11,151)</b>	<b>20,104</b>
<b>Net increase (decrease) in cash</b>	<b>(20,070)</b>	<b>63,800</b>

### Note 4 - Investments

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

Investments	2011	2010
Mutual Funds	\$ 540,299	\$ 541,216
Totals	\$ 540,299	\$ 541,216

The following schedule summarizes the investment return and its classification in the statement of activities for the year ended December 31, 2011:

2011	Unrestricted	Temporarily Restricted	Permanently Restricted	Total
Interest & dividend inc.	\$ 4,746	\$ 2,289	\$ 9,458	\$ 16,493
Realized & unreal. gains	(239)	1,205	115	1,081
Total	\$ 4,507	\$ 3,494	\$ 9,573	\$ 17,574

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

2010	Unrestricted	Temporarily Restricted	Permanently Restricted	Total
Interest & dividend inc.	\$ 4,085	\$ 3,466	\$ 9,132	\$ 16,683
Realized & unreal. gains	6,409	8,094	37,688	52,191
Total Investment Return	\$ 10,494	\$ 11,560	\$ 46,820	\$ 68,874

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

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

The Board of Trustees of the New England Electric Railway Historical Society has interpreted the State Prudent Management of Institutional Funds Act (SPMIFA) as requiring the preservation of the fair value of the original gift as of the gift date of the donor-restricted endowment funds absent explicit donor stipulations to the contrary. As a result of this interpretation, the Society classifies as permanently restricted net assets:

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

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

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

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

**Investment Return Objectives, Risk Parameters and Strategies:** The Society has adopted investment and spending policies, approved by the Board of Trustees, for endowment assets that attempt to provide a predictable stream of funding to programs supported by its endowment funds while also maintaining the purchasing power of those endowment assets over the long-term. Accordingly, the investment process seeks to achieve an after-cost total real rate of return, including investment income as well as capital appreciation, which exceeds the annual distribution with acceptable levels of risk. Endowment assets are invested in a well diversified asset mix, which includes equity and debt securities, that is intended to result in a consistent inflation-protected rate of return that has sufficient liquidity to make an annual distribution of 5%, while growing the funds if possible. Therefore, the Society expects its endowment assets, over time, to produce an average rate of return of approximately 8% annually. Actual returns in any given year may vary from this amount. Investment risk is measured in terms of the total endowment fund; investment assets and allocation between 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, 2011 is as follows:

<b>2011</b>	Unrestricted	Temporarily Restricted	Permanently Restricted	Total Net Endowment Assets
Donor restricted endowment funds	\$ -	\$ -	\$ 390,703	\$ 390,703
Board designated endowment funds	102,673	-	-	102,673
Total funds	\$ 102,673	\$ -	\$ 390,703	\$ 493,376

Changes in endowment net assets as of December 31, 2011 are as follows:

<b>2011</b>	Unrestricted	Temporarily Restricted	Permanently Restricted	Total Net Endowment Assets
Endowment net assets, begin of year	\$ 102,045	\$ -	\$ 397,157	\$ 499,202
Contributions and additions	34,005	-	2,257	36,262
Investment income	2,261	-	9,458	11,719
Net apprec. (deprec.)	(2,541)	-	(18,169)	(20,710)
Net assets released from restrictions	(33,097)	-	-	(33,097)
Endowment net assets, end of year	\$ 102,673	\$ -	\$ 390,703	\$ 493,376

## 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:

<b>Pledges Receivable</b>	<b>2011</b>
In one year or less	\$ 15,000
Less:	
Discount at .15%	\$ (63)
Pledges receivable	\$ 14,937

## Note 6 - Property and Equipment

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



<b>Property and Equipment</b>	2011	2010
Construction in progress	\$ 9,529	\$ 115,168
Land improvements	445,746	436,587
Buildings and improvements	1,551,716	1,450,478
Machinery and equipment	217,040	208,590
Track and wire	291,101	291,101
	<u>\$ 2,515,132</u>	<u>\$ 2,501,924</u>
Accumulated depreciation	(1,316,540)	(1,251,434)
Property and equipment, net	<u>\$ 1,198,592</u>	<u>\$ 1,250,490</u>

#### 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.

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 December 31, 2011.

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

<b>Long-term Debt</b>	2011	2010
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	\$ 23,284	\$ 27,033
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.	<u>\$ 40,182</u>	<u>\$ 47,584</u>
	<u>\$ 63,466</u>	<u>\$ 74,617</u>
Less: current portion	<u>11,841</u>	<u>11,191</u>
Total long-term debt	<u>\$ 51,625</u>	<u>\$ 63,426</u>

Aggregate maturities of long-term debt for the five years subsequent to December 31, 2011 are as follows:

<b>Aggregate Maturities</b>	Total
2012	11,841
2013	12,424
2014	13,157
2015	13,934
2016	<u>12,110</u>
Total	<u>\$ 63,466</u>

#### 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:

<b>Temporarily Restricted Net Assets</b>	2011	2010
Program activities:		
Restoration of vehicle collection	\$ 510,789	\$ 540,945
Museum development	270,290	301,262
Miscellaneous	<u>51,237</u>	<u>33,539</u>
Total temporarily restricted net assets	<u>\$ 832,316</u>	<u>\$ 875,746</u>

At December 31, 2011 and 2010, certain unrestricted net assets had been designated by the Board of Trustees for the following purposes:

<b>Board Designated Net Assets</b>	2011	2010
Restoration of vehicle collection	\$ -	\$ 5,000
Endowment	102,673	102,045
Museum Development	121,352	121,073
Miscellaneous	<u>43,132</u>	<u>37,901</u>
Total board designated net assets	<u>\$ 267,157</u>	<u>\$ 266,019</u>

#### Note 10 - 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 2011, there were 206 hours of service that did meet those criteria. Management estimates the fair value of those services to be \$16,676. 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 \$230,370 for 2011 and \$289,136 for 2010, with a total of 15,358 volunteer hours for 2011 and 19,276 volunteer hours for 2010.

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 11 - 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, 2011 is \$14,937 and is included in pledges receivable. Rent expense for the years ended December 31, 2011 and 2010 was \$30,000 each year.

Rent expense will be recognized annually as follows:

	Total
2012	15,000
	<u>\$ 15,000</u>

In February 2008, the Society entered into a 60-month operating lease agreement for a copier. Rental payments are \$95 per month plus tax. Rent Expense for the year ended December 31, 2011 was \$1,193. Total minimum annual rentals are as follows:

	Total
2012	1,140
2013	190
	<u>\$ 1,330</u>

## Note 12 - Subsequent Events

Subsequent events have been evaluated by management through July 18, 2012, which is the date the financial statements were available to be issued. There were no material subsequent events as of July 18, 2012 that require disclosure in the financial statements.

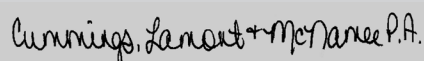
## Independent Auditor's Report

**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, 2011 and 2010, 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, 2011 and 2010, 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.



**Certified Public Accountants  
Kennebunk, Maine**

**July 18, 2012**

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## 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 7, 2011, the Trustee Recognition Awards were presented to the following uncommon individuals:

### Robert Gingell

Rob is a dedicated Seashore member who travels all the way from North Carolina to volunteer at the Museum. Despite the great distance he has been dedicating two weeks a year to come and assist the Museum with any project that needs to be done. Greeting the public with his English accent and then stating he's from down south catches our visitors' attentions and his personality gets our visitors involved with history.

When he's not operating streetcars or talking with our visitors, he can be found cleaning windows and sweeping. Not wasting any days of his two weeks in Maine, he exchanges his uniform for work clothes some days, performing maintenance on our cars and helping with anything he can in the Town House Restoration Shop.

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

### Amber Tatnall

Amber Tatnall, Director of Library and Learning Resources at York County Community College (YCCC), has been a member of Seashore's Library Committee since it was established in 2007. Her experience and background in the library field was invaluable in bringing leadership and professional rigor to the Library Committee's initial policy development, goal setting, and ongoing effort.

Her affiliation with YCCC has been key to the development of a highly successful partnering with YCCC to catalog, preserve, and digitize the Museum's rare and historic collections. Through this arrangement not only do NEERHS members work on our collection at YCCC but interns and volunteers were recruited by the college to assist with the cataloging/preservation/digitization project, in particular the extensive collection of some 4,000 Maine trolley photographs in 40 albums donated to the library by noted author and trolley historian OR Cummings. Amber has also identified preservation grant opportunities for this collection and has been successful in obtaining funds to assist in the effort.

Simply stated, it is only with Amber's professionalism and tireless efforts on the NEERHS Library Committee that our successes to date have been possible.

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

### Gerard O'Regan

Gerry has been a dedicated member of Seashore serving in a wide range of capacities in his many decades of membership. He has spent countless hours in operations, in the restoration shop, in evaluating amendments to the Society's bylaws, and as a member of the Board of Trustees. His most enduring role is as Chairman of Elections where he has brought his years of experience working on elections in Boston to Seashore, helping to solve complex issues whenever they have arisen, and ensuring the voters' wishes are reflected in election results.

His professional background as an electrical engineer has made him invaluable to repairing or completely recreating the electrical systems in all types of streetcar, whether it is an 1890s era early electric car, an advanced PCC car of the 1940s, or a complex big city car from the era in between. He documents his detective work with professional quality diagrams that will allow the Museum to keep these cars running long into the future.

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



**Above:** President Frank Welch (left) and Chairman Jim Schantz (right) present a Trustees Recognition Award to Amber Tatnall.

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**Above:** Eastern Massachusetts Street Railway 7002 in Quincy, MA late in its career. These were the most modern cars on the once vast Eastern Mass. system. Sister car 7005 is under restoration in the Museum's shop thanks to generous donations of members and friends. KF

**Below:** Blackpool, England Standard tram 40 shown in that seaside resort more than 60 years ago. Seashore's representative of this type, No. 144, has been refinished inside and out. Now electrical and mechanical work that will return the car to operation is underway. FP

