

**New England Electric
Railway Historical
Society**

Seashore Trolley Museum

2000 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. The Museum is the oldest and largest in the world dedicated to the preservation and operation of urban and interurban transit vehicles from the United States and abroad. It has a large volunteer membership and small full-time staff devoted to preserving and restoring the collection, conducting educational programs, and interpreting and exhibiting the collection for the public. Donations are tax deductible under chapter 501(c)3 of the Internal Revenue Service code.

Front Cover

Upper Left: Conservator Merri Ferrell examines some of the original gold leaf lettering uncovered by careful paint removal on Boston electrified horsecar 724 during the *Spectacular Treasures* seminar in September. DC

Upper Right: Seashore's ambitious parts acquisition program continued in the year 2000 as shown by the unloading of some newly acquired trucks from Boston. JS

Bottom: The Pumpkin Patch fall event is underway as young visitors reclaim pumpkins that they picked in a field along the line then checked for transportation back to the center of the Museum on Portsmouth, Dover & York mail car 108. This car operated on the Museum's right-of-way when it was part of the Atlantic Shore Railway 80 years ago. PM

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2000 Annual Report

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Above: On a warm summer's day a carload of Museum visitors prepare to enjoy the warm breezes on an open trolley ride—one of the best types of air conditioning available early in the 20th century. PM

was a presentation by member Debra Brill (along with her brother Ken, also a Seashore member) covering the history of the J.G. Brill Company, the largest and most respected builder of streetcars. The company was owned by her grandfather and built car 31, along with many others in Seashore's collection. Ms. Brill is in the final steps of preparing a book on the company's history.

Very soon thereafter, our Visitor Experience Committee put the exhibit material from Saco to work in a newly launched exhibit in the Visitors Center orientation room. The exhibit is titled "A Century of Electric Railway History in York County Maine," and features the county's electric railways, principally the Atlantic Shore Line and the Biddeford & Saco. In addition to the material from the York Institute exhibit, most of which came from Seashore's library, additional information from the library and from Museum Historian O.R. Cummings was included.

For the second year, the Museum hosted a Halloween event in October designed to tie the holiday to a learning experience about the role street railways played in the lives of area residents nearly a century earlier. In the event, titled "Pumpkin Patch Trolley," young visitors and their parents are transported by trolley to a field along the main line where pumpkins abound after being "planted" there in previous days by volunteers. The participants pick a pumpkin, and then check it for transport back to the Visitors Center on trolley mail car 108. When they reclaim the pumpkin after their return ride, they can participate in pumpkin painting and enjoy refresh-

Letter to Members

The year 2000 marked not only the beginning of the new millennium for the Seashore Trolley Museum, but also was the first year of the Museum's seventh decade of existence. Though not without challenges, the year marked important progress in a number of preservation and educational activities.

Car 31 Centennial

A noteworthy milestone of the year 2000 was that the Museum's original car—and the first streetcar ever preserved by volunteers—Biddeford & Saco open car 31 celebrated the 100th birthday of its manufacture in June. The anniversary was marked by a special celebration complete with a birthday cake. This event also commemorated a successful \$25,000 campaign for some of the funding needed for mechanical work on the car. The largest gift was a \$6,000 anonymous grant that was matched by our membership and local residents. Funds generated by a cooperative subscription promotion program with *Yankee Magazine* also contributed to the total.

Car 31 received a very special designation this year, when it was named as an official project of *Save America's Treasures*. The White House Millennium Council, as part of year 2000 commemoration conceived this program to be administered by the National Trust for Historic Preservation. The program was initiated to protect threatened cultural treasures, including documents, works of art, and other ob-

jects or structures that are key to U.S. history. Though the designation does not provide funding, it opens opportunities to benefit from a national campaign for designated projects by the National Trust. Only five other projects in Maine received this designation.

The collaborative exhibit at the York Institute Museum in Saco, mounted at the time of Seashore's 60th anniversary and car 31's return visit to Biddeford and Saco in 1999, came to a close in February. After the exhibit closed, almost \$3,000 worth of exhibit items including enlarged photos, maps, and postcards, have come to Seashore for use in on-site exhibits. One of the final events before the exhibit closed

Below: The car that started it all celebrated its 100th birthday in the year 2000. Biddeford & Saco open car 31 was the Museum's first car in 1939 and is believed to be the first piece of rail equipment anywhere in the world acquired by volunteers for preservation and eventual operation. PM



ments. Area businesses donated more than \$1,500 in cash and supplies and the Museum drew over 800 visitors on the weekend of the event. Our thanks to all who made this a successful community outreach event.

Corporate Membership

The Society launched a new corporate membership program this year. Benefits to corporations participating in this program include a Certificate of Membership that can be displayed by the business plus seasonal family admission passes for use by employees and single day passes that may be distributed to customers, friends, or vendors. Additional discount admission coupons are also available on request. We welcome the 25 area businesses that became charter corporate members by joining this year.

Membership Support

One of the most gratifying aspects of the year was the very positive response of the Society's member donors to unexpected needs that arose during the year. The chief disappointment of the summer was an unanticipated downturn in attendance, despite best efforts to the contrary. With a full management staff in place and a carefully planned marketing and publicity plan, the Museum had anticipated an increase in visitor income. However, what transpired was a shortfall from plan of about 20 percent. Once the trend was established by midsummer, the Board implemented a number of budget cuts and appealed to members and friends to help close the gap.

The response was very positive. More than 450 individuals and organizations contributed nearly \$90,000 to the general fund in the year 2000, supplemented by a further \$26,000 to the permanent endowment. The result was that the operating budget finished the year with a modest surplus. The Society extends its heartfelt thanks to all who contributed to this positive result. The loyalty and generosity of Seashore's members and friends is perhaps the organization's most enduring strength. A full listing of donors begins on page 24.

As the Board reviewed budget reductions, it briefly considered curtailing the restoration shop activities during the winter. However, this prospect brought an outpouring of support from trustees and members alike, and very quickly funds were pledged to cover utilities and overheads during the November to March,



Above: A group of volunteers applies a fresh coat of green and brown stain to the Museum's Visitors Center. The building houses orientation exhibits, ticket sales, the Museum Store, a limited food service, rest rooms, and—on the second floor—the Society's administrative offices. JS

2001 period. In total about 20 members pledged to cover shop overheads in excess of \$10,000 and enabled a very productive winter season. Though there were only two full time employees in the shop this winter, Donald Curry and Chris Perry, their efforts were supplemented by probably the largest group of volunteers in recent years. To save on heating costs, the shop limited operations during the winter to a Wednesday through Sunday schedule. On Wednesday through Friday the volunteer team was primarily an enthusiastic group of retirees, with regular weekenders coming on Saturday and Sunday. See the report starting on page 9 for more details of the conservation program.

Following the unexpected revenue short-

Below: Ever popular with younger visitors is this end section from a trolley in the exhibit room. Here the trolley novice can experience hands-on the feel of the motorman's controls. TG



fall, the board committed itself to prepare a business plan that would forestall a repeat of this disruption. At the October Members' Day weekend a special membership meeting was held to solicit ideas for this process. The board then planned special all-day retreat meetings for early 2001 in which it would prepare the plan. The result will then be shared with the membership.

Management Changes

At the same time that the budget reductions were being considered, Museum Director Phil Morse tendered his resignation, which the Board accepted with regret. We thank Phil for his loyalty and extreme devotion to Seashore during his tenure. He launched many programs, particularly connecting the Museum more fully with the surrounding community, and we are delighted that he is continuing many of these activities on a volunteer basis as Director of Community Relations. Given current revenue levels, the Museum will have to depend more heavily on volunteer management, until additional dependable income is found to fund key management positions. In the meantime, we are especially grateful to our volunteer President Peter Folger and Trustee John Middleton who are fulfilling the key roles of overseeing daily operations.

The important staff positions in the Society's finance office and museum store continue under the direction of Treasurer/Comptroller Ray Hamlin, who joined Seashore's staff in December 1999. Aided

by full time bookkeeper Dick Swift and, during the operating season, store manager Helen Hefner, all aspects of Seashore's financial operations are being handled promptly and professionally.

An important activity undertaken by the financial team along with several volunteers was to rejuvenate the Store's mail order service. A new catalog listing the complete stock of books, videos, calendars and other material in the Store was published and placed on the Society's website well in advance of the Christmas season. A special emphasis was placed on prompt fulfillment of orders, whether they were received by mail, email, or phone. The result was a steady increase in sales through the winter of 2000-2001. At the same time, preparations were made, through volunteer efforts, for launch of an Internet virtual store, which will not only list the store catalog on-line, but will enable completion of purchase transactions using procedures typically offered by today's on-line retailers.

To support the permanent financial staff, Trustee Paul Kochs spearheaded the construction of a new 215 square foot office on the Visitors Center second floor to provide a private and secure facility for financial operations. He solicited donation of framing materials from Hancock Lumber, of a heating system from Downeast Energy, and of carpet installation by John Williamson, for which the Society is most grateful. Ten members contributed funds to cover the remaining cost, and volunteers performed much of the construction work. The result was construction worth nearly \$9,000 being completed for a cash cost of \$2,600. Our thanks to Paul and to all who contributed.

Also this year, longtime volunteer Dan Cohen, a recent retiree from overseeing rebuilding of 55-year-old PCC cars by Boston's transit authority (MBTA), assumed similar responsibilities at Seashore by taking responsibility for the restoration shop as Assistant Curator for Shop Operations. This was in addition to his role as heading Seashore's spare parts acquisition and storage program.

Development Planning

As reported last year, the Development Plan Task Force created by a membership motion in 1998 presented its proposals for addressing Society needs in the areas of facilities, infrastructure, and the collection during 1999. Under the leadership of Jim Tebbetts, the DPTF began implementation



Above: The cake for Biddeford & Saco car 31's centennial birthday is anxiously admired by some considerably younger visitors. PM

efforts in 2000 focusing on the selection of a firm to help with engineering assessment and planning for facilities improvements. Late in the year the board reconstituted the group as the Development Plan Committee to continue with the implementation activities, including preparation of a capital campaign to fund this much-needed work. See the report on page 6 for further description of the group's activities.

External Support

This year the Museum received a \$700 grant from the State of Maine for a survey of a portion of Seashore's archival materials. The funds were used to engage a professional assessor to make a recommendation for improving storage and treatment of the material. His report will be a useful addition to the justification for new li-

brary facilities included in the Museum's Development Plan. One of the Museum's most critical needs is to build a permanent home for our library facilities, and this report could serve as a useful precursor to obtaining needed funding.

The Maine Department of Transportation ruled this year that the ten Maine streetcars and interurbans on the National Historic Register are eligible for enhancement funding under the Federal TEA-21 program. The state (which administers the federal program) asked that we submit a six year plan, subdivided into three two-year stages. The Museum selected Atlantic Shore Line locomotive 100 as the first candidate for restoration under this program. Enhancement grants require the support of a local governmental body, and the Town of Kennebunkport provided that support. The Board of Selectmen placed a proposal to support Seashore on the Town Meeting ballot in January, and the measure passed easily. Our curatorial forces prepared an estimate of the cost of restoration, and the application was submitted to Augusta late in the year. Included in the application was not only funding for restoration but also for educational outreach and museum programs in the communities through which locomotive 100 ran. We learned early in 2001 that this application was not successful, but the DOT encouraged us to apply again.

On May 18, the Museum hosted a "Business After Hours," event sponsored by the Kennebunk-Kennebunkport Chamber of Commerce. A total of 59 people from the local business community attended the

Below: Equipment from Museum corporate member Dayton Sand and Gravel of Dayton, Maine lend a professional touch to resurfacing the roadway and parking area in front of the Visitors Center. PM





Left: A group of local Boy Scouts help in rust removal and repainting of the trucks exhibited near the State-of-the-Art rapid transit cars. The displayed trucks allow visitors to see the internal workings of streetcar and rapid transit car propulsion equipment as it evolved over seven decades. PM

Chamber's monthly social event. Attendees toured Visitors Center exhibits and the rest of the Museum, guided by Seashore volunteers. This event was part of a continuing effort to build stronger relations with our communities.

Endowment

As is the case for essentially all volunteer-founded rail museums in America, the process of acquiring the collection, providing as much cover as possible, and undertaking restorations has been extremely capital-intensive. Consequently, such museums have not had the means for developing an endowment, which is normally one of the most important sources of operating revenue for traditional museums. However, over the past several years Seashore has been beginning the process of developing and endowment. The sum raised so far, somewhat over \$200,000, is only a modest beginning, but is nonetheless a noteworthy accomplishment.

In February, the extensive brochure, prepared by the endowment committee, describing the need for an endowment and options for supporting it was mailed to all members. Members contributed a total of approximately \$26,000 to the endowment during the year, for which the Society is most grateful. Supporters of Seashore who would like to ensure its long-term success are reminded to consider both regular contributions to the endowment as well as planned support, such as bequests, which are among the best ways to build a solid future for the Museum.

Land acquisition

In last year's report we mentioned the possible acquisition of a key parcel of land adjacent to the Museum's entrance, and in fact completely surrounded by Society

property. The parcel, which supports operations of a local boatyard, features two storage buildings of potential use to Seashore plus a residence. A significant number of Seashore members pledged funds toward the purchase in order to secure indoor storage for vehicles in the collection, and the 20th Century Electric Railway Foundation of La Cañada, California very kindly granted us \$2,000 toward the purchase. However, early in 2001 the parcel's owner elected to withdraw his offer to sell the property, but promised to contact us should he again consider its sale. The Society extends its thanks both to the Foundation and to the members who pledged to support this worthy project. The parcel remains the only piece of land needed to complete Seashore's principal site and to ensure a comfortable buffer between museum operations and any potential neighboring development.

By-Laws change

Right: Board member and active volunteer John Middleton, along with volunteer Judy Warner, staff the Museum's stand at the Amherst Railway Society's annual trolley meet in Springfield, Mass. Enthusiasts come from far and wide for the show, and Seashore's Museum Store normally enjoys a very busy day. JS



Among the ideas considered by the Organizational Structure Task Force headed by Trustee Dorothy Zug, a by-law amendment concerning board composition was proposed by the committee then enacted by the membership this year. The committee's review led to the conclusion that the board's prior structure comprising 15 member trustees and 10 public trustees resulted in a board that was unwieldy in size and that the public trustee class was not as effective as had been hoped. Consequently, the committee recommended several changes that the board then endorsed for membership consideration. The first was to eliminate the public trustee position and to reduce the total number of trustees to 12. As well, board members would be required to step down for a minimum of one year after serving two consecutive three-year terms. The second was to establish a Council of Advisors that would meet once or twice a year and that would comprise a cross section of community leaders. This would provide a means for soliciting their ideas and support to the Society without a major commitment of time.

Lowell planning

We continued this year our joint planning with our partners in Lowell, Massachusetts for a potential expanded heritage trolley system and Seashore branch museum in that city. Our efforts are based on a memo of understanding signed in 1999 between the Society, the City of Lowell, the Lowell National Historic Park, the Lowell Regional Transit Authority, and the Northern Middlesex Council of Governments. The National Park currently has a short heritage trolley line constructed in the mid-1980s to provide visitors with an



authentic experience as they travel through the park. Seashore helped with design of the replica cars and construction of the line at that time. The concept now being explored is to expand the line to serve the entire downtown area and to connect with the station serving the busy commuter rail line to Boston. A Seashore branch would be constructed in a joint museum building and heritage trolley maintenance facility on a prime site on the main route into town. Seashore cars, operated by our volunteers, would also provide interpretive trips on the line.

Activities in the year 2000 included continued efforts to secure funding for a full feasibility study for the line and museum. Seashore volunteers participated in many presentations to potential sources of funding or support for the project. After the City and National Park explored a variety of possible sources, the team finally met success in January 2001 when the National Park Service awarded a grant of approximately \$170,000 for a study to be conducted later during the new year. The study would determine the cost of the project and the potential for securing Federal transportation funding as the primary source of construction capital.

Also, the Historic Park was able to allocate funds for preparation of an interpretive plan for the future Seashore branch. Museum Design Associates of Cambridge, Massachusetts, undertook the study. Participants in development of the plan were Seashore officers, members of the curatorial and historical staff of the Lowell Park, City planning officials, and William Withuhn, Curator of Rail Transportation at the Smithsonian. A key feature of the resultant plan is for the Museum's primary focus to be telling the history of how people's lives were changed by the street railway, using the development of the mill

Above left: Seashore and Lowell people partake in development of the interpretive plan for the Seashore branch in Lowell. From left George Sanborn, Linda King, Roger Somers, Chris Briggs, and Carolyn Goldstein.

Above right: Duncan Smith of Museum Design Associates explains his innovative plan for a combined museum and maintenance facility in Lowell.

Right: Lowell car 4131, a replica of Seashore's 4175, makes a rare winter run to transport visiting dignitaries to a planning meeting for the trolley expansion and branch museum. JS



industry in Lowell as the prime theme.

A second exciting feature of the proposal is the design of the proposed museum and maintenance building. The site identified by city planners for the facility featured a railroad roundhouse in the late 1800s. The roundhouse theme would be carried into the new facility, allowing display of streetcars around a functioning turntable. The roundhouse would be joined to the maintenance facility for the regular fleet of replica streetcars, and the track of the regular trolley route would pass through the part of the structure that would join the two facilities, giving all riders a chance to view the museum, and, it is hoped, decide to disembark for a visit.

Other potential benefits of our joint cooperation with Lowell could be participation in an expanded archives facility administered by the University of Massachusetts for some of Seashore's library collection and participation in various potential joint educational activities. As well, Bill Withuhn of the Smithsonian has several times indicated the possibility of the Low-

ell branch museum qualifying for affiliate status with the Smithsonian if it is implemented in accordance with the interpretive plan. This would be a major positive development for Seashore.

Conservation Activities

As always, one of the most vital and active areas of Museum activity was in the restoration shop. Both the permanent and volunteer staffs were active in a large number of projects. In particular, the major restoration programs of Wheeling Curvedside 639, Chicago Aurora & Elgin interurban 434, Rochester Peter Witt 1213, and Connecticut Company closed car 1160 saw major progress. All of these conservation projects, and the many others currently active, were enabled by generous donations from members and others. The amount donated to restricted projects during the year was in excess of \$107,000 for which the Society extends its continuing gratitude. For a full report on this dynamic area turn to page 9.

Conclusion

Continued support from members and



Above: This year the Society engaged a logging contractor to remove trees from the site of the future Coney Island yard and several other overgrown areas. Not only was the job done quickly and professionally, but due to the market value of the removed trees, it yielded revenue for the general fund. PM

other donors, especially in the face of un-anticipated problems, is one of the best measures of Seashore's fundamental strength. The level of such support as the Society entered the new century was a most reassuring sign. This combined with the planning activities both by the Development Plan Committee and those in concert with our friends in Lowell sound a positive theme for the seventh decade of the Society's existence. Building a broader base of financial support for the Museum remains the most important challenge facing the Society in the future. However, the activities currently underway combined with the continued generosity and support from the membership are key ingredients to meeting this challenge.

James D. Schantz
Chairman,
Board of Trustees

Below: In June, the Museum had the honor of hosting a contingent of restoration experts from the outstanding National Tramway Museum in Derbyshire, England. Here they proudly hold a Union Jack in front of a car sporting a very British name, through it is from New Hampshire, not Lancashire. DC



Development Plan Task Force

A members' directive that passed at the Annual Meeting in May of 1998 resulted in the creation of the Development Plan Task Force. This group was charged with looking at the needs of the Museum and creating a plan that would address needs in areas such as construction, infrastructure and the collection, and to devise a plan to solve existing problems and show the way the Museum needs to move in the future.

The Board accepted the product of that effort in mid-1999.

By the beginning of 2000 Seashore was into the implementation phase of the plan. The enabling motion did not charge the DPTF with the responsibility for plan implementation, but at the request of the Board it did take on that additional duty.

The greatest effort went into the needs of the physical plant. This focused upon the library, the general infrastructure, and anticipated new construction in the Coney Island Yard. The days when a volunteer crew could do all the work are pretty much in the past, particularly because of much stricter zoning laws in recent years. This pointed to the involvement of professional engineers at some point in the process.

The plan addressed three major tasks. First was an engineering assessment of the infrastructure and all buildings that would point out any deficiencies and help prioritize the work that we knew needed to be done. For example, It would help in deciding whether it is more cost effective to replace rather than repair Highwood. Second was the architectural work required to produce artwork and drawings that the Museum will need to create brochures for any program of fundraising aimed at the major foundations or the general public. Third is some actual engineering design work for the Coney Island Yard project.

The DPTF requested proposals from half a dozen engineering firms in Maine, Massachusetts and New Hampshire. Four responded with somewhat different bids for approximately similar work, but all were in the vicinity of \$30,000. The DPTF then approached references and determined that each of the respondents had a very good reputation. In the end, the DPTF selected the firm of JSA of Portsmouth, NH because of JSA's phased proposal and

Operations Report

The Operations department sees to the daily operation of the demonstration railway as well as interpreting the museums collection by offering tours to our visiting public. The department also has the responsibility of training new operators and the yearly requalifying of all regular operators.

In 2000 some of the events that the Operations department participated were Arundel Day and the May Day concert. The July 4th parade of trolleys members weekend and the Pumpkin Patch trolley.

One area that was extremely successful was the "Be a Motorman" program. This is where the average visitor has the opportunity to operate a trolley under the guidance of an instructor. Included in the package is a photograph of the person taken with the car he or she operated and a certificate of accomplishment.

During the course of the season many bus tours visit our museum. A lot of these visitors remember riding trolleys when they were a part of every day life and enjoy sharing their remembrances. This combined with a friendly and knowledgeable tour guide make for an experience that will be talked about long after their visit.

Our final event of the 2000 season was the most successful. This was the "Pumpkin Patch Trolley". This was something that the whole family could participate in and was great fun for all. The trip would begin with the family boarding the trolley at the visitor center platform where they'd be transported to the "Pumpkin Patch" (Meserves) Upon their arrival at the "Patch" they would pick out their very own pumpkin. The pumpkin was then loaded onto P.D.&Y 108 and delivered complete with baggage tag to the visitor center platform for pick up. The kids loved it!

Much thanks and gratitude go out to all that helped to make the 2000 season a success.

Left: Operator training continues on board Boston Type 5 No. 5821. Here the late Jack Burns helps requalify instructors in preparation for the season's operator training classes. TG



Above: An important ritual each Spring at the Museum is operator training and requalification. Both new and returning operators participate in classroom training, including a written exam—being taken by veteran instructors here—followed by on-the-road training at the controls of a streetcar. TG

their willingness to assist in fundraising to cover the cost of the work. The Board accepted the DPTF's recommendation.

The DPTF then started some of the detail work on the actual funding proposals. Before getting very far, it became clear that fundraising was beyond the DPTF's mandate and that such would be critical to its success. At the end of 2000 the DPTF was to go out of existence because of a "sunsetting" provision in the original members' directive. Accordingly, attention turned toward creating a proposal to the Board that a new body take over from the

DPTF. The proposal described what authority would be needed to function as a funding as well as construction oversight committee.

In November the Board accepted the proposal and empaneled a new entity called the Development Plan Committee. This new committee was to continue with the work of the old DPTF and had as one of its first tasks the creation of a construction fundraising brochure.



Membership Newsletter

In the spring of 1999, Dann Chamberlin took over the editorship of the Museum's bi-monthly newsletter, *The Dispatch*. Among new features were a different format, highlighted by a return to the 1970s practice of featuring a single photograph on the cover of each issue. Other changes have included regular columns by the Board Chair and Museum Director, and inclusion of the Shop Report in each issue, as opposed to its previous distribution as an insert.

Even more important was an institutional commitment on the part of Seashore, strongly supported by the new editor, to issue the *Dispatch* on a timely basis. It is satisfying to be able to report that this commitment has been honored to date; much more often than not, members have had the latest *Dispatch* in their hands within the time period indicated on the cover of each issue. This timeliness, when added to pertinent and substantive content, has done much to promote a positive image of Seashore among its members, and to those beyond the membership who have occasion to come in contact with the publication.

While it is generally agreed that the primary function of the *Dispatch* is to present the news of current Seashore happenings in a positive fashion, Dann and others have for some time felt the need for a vehicle whereby members could express their opinions on more controversial Museum issues. To this end, in September of 2000, Dann put out the first issue of



The Op-Ed Page, whose mission is “to provide a forum for the responsible expression of member viewpoints on issues facing the Seashore Trolley Museum.” This publication is distributed primarily via email to interested members, and has subsequently been endorsed by the NEERHS Board of Trustees. The first issue included contributions from two Trustees, a Life Member, and a former Museum Director. It appears “at irregular intervals, as circumstances and volume of contributions warrant.”

Above top: In addition to the recently-constructed parts warehouse, the Museum's Parts Department has actively acquired shipping containers for storage. Here twelve 40-foot containers are stacked two-high, with more to come. PM
Above lower: A newly arrived container has been unloaded and awaits final placement. PM
Left: Completed this year was a septic field to process waste water from the restoration shop, in accordance with environmental regulations. DC

Conservation Report

The Museum community was saddened by the death of shop machinist Ed Johnson who for many years used his talents and vast mechanical experience undertaking projects related to his expertise—machining, machine and equipment repairs, and general troubleshooting. As well as performing highly skilled work on many projects over the years, Ed was a longtime, regular donor to the Museum's endowment fund. Ed's family very kindly donated to Seashore his large consist of tools, many of which are specialized. They are kept secured and should give many years of service to the Museum. We are very grateful to Ed's family for this generous contribution. He and his companion, Jake the Dalmatian, will be missed.

Chris Perry, who has long been associated with Seashore, even before birth (as his parents were active at the Museum), has joined the staff in the capacity of metal-worker and machinist and now Shop Foreman. His experience includes working in the shop as a high school student, as a volunteer since, and with his father on the Museum's overhead line work. He has degrees in Integrated Manufacturing Technology and Industrial Technology and worked in the engineering department of the Portland Valve Company.

The present paid staff consists of Donald Curry who has been associated with Seashore's restoration activities for over 47 years, Chris Perry, and numerous volunteers, many of whom work in the Shop on a regular basis.

An Economy Measure

With the increasing cost of energy, both electricity and oil, a prudent move was made to close the Shop for two days a week from November 1 through the end of March. The Shop is then open for 10 hours a day on the other five days. This has proved quite successful; coupled with other conservation measures has kept the cost of operating the Shop down and still made it possible for volunteers to be involved especially on weekends.

Major Ongoing Projects

Wheeling (W. Va.) Traction Company Curved-side 639. (Originally received by Seashore as no. 39) The car's restoration will return it to its original configuration of the Wheeling Traction Company when it was a one-man/two-man car numbered 639. It is one of five Cincinnati Car Company-built cars that



Above: The long-running restoration of Wheeling, WV Curved-side car No. 639 made considerable progress this year. The car's interior now features a completed floor, cork insulation along the sides, a full set of advertising card racks, new headlining, extensive wiring, and much newly fabricated interior trip woodwork. The car will be one of the most extensively rebuilt cars at Seashore. DC

were undergoing restoration in Town House Shop during the year. One of Cincinnati's hallmarks was sheet cork insulation cemented to the inside of the steel siding—for heat insulation and sound attenuation. A $\frac{3}{4}$ inch layer was installed in 639 this year. Then on 16 December electricity flowed through the two body light circuits for the first time in 52 years, making the car seem more alive as well as making it easier for work to continue. During 2000 the floor, including both platforms was completed, the headlining painted and installed, with the body shell then fully enclosed permitting work to continue throughout the winter. The car is heated by a small space heater. Despite its low cost construction, 639 is still a complex car requiring a great deal of wiring and safety equipment. Authentic

Below: Veteran shop machinist Ed Johnson, with Jake watching, puts the finishing touches on his final project at Seashore, complete rebuilding of a sliding door engine for Wheeling 639. FM



type wire was installed in all the auxiliary circuits using a schematic drawn from a combination of the remaining wire in the car and the switches and equipment shown in the car's builders photos.

Returning 639 to its original configuration has been especially challenging partially because of the renewal of many of the original components and partially by changes made by the operating system over the years. The fact that the car was acquired as a stripped body a decade after retirement also made it more challenging to restore the car in an authentic manner. After inspecting photos of 39 and its sister cars operating in Wheeling and examining the remaining artifacts we came to the conclusion that 39 was extensively re-vamped during its service life, meaning evidence found in disassembly was sometimes misleading.

Work accomplished earlier in the year included completion of the body and platform flooring which required a considerable amount of fitting. The first door engine was extensively rebuilt, tested, and fit to the car. It was one of several which were purchased from a private party who had held them for many years after they were salvaged from Chicago 4000 "L" cars. But they had been stored outside causing considerable deterioration. A member more recently donated several similar engines that are in far better condition and they will be used for the remaining needs of car 639. The others will still be valuable for future restorations.



Above: Volunteers Bruce Bardes and Ed Dooks carefully fit one of the wear plates that protects the floor boards and serves as the bottom guide rail for the sliding door on Wheeling 639. FM

Due to a pledge of sustained funding by the car's sponsor, plans call for continuing the project through to completion although predicting a completion date would be very difficult at this time.

Bay State Street Railway Semi-convertible 4175. The interior of this typical New England trolley from the second decade of the last century was transformed radically in 2000, continuing the focus on completing the body work. Presently its most striking aspect is its rich yellow headlining with aluminum, maroon and black pin striping 'warmed' by coats of varnish. This headlining covers the newly installed wiring, still available to the original specification. Surrounding the headlining are richly finished cherry moldings, some of which are over 27 feet long (spliced with scarf joints to obtain

that length). All molding was carefully repaired, stained, and varnished before installation.

During the entire project we have maintained continuous correspondence with the project sponsor and all involved in the project via email. (We are doing this on as many projects as possible to allow for dialogue as well as to heighten interest in what we are doing.) Thanks to an extremely detailed article in the period trade publication, the *Electric Railway Journal*, as well as many photographs of the 4100 series cars taken throughout their various lives, we believe the work we are doing comes very close to the car's configuration when it left the Laconia Car Company plant in 1914. We have set up a photographic display on 4175's roof easily viewed by visitors to Town House Shop gallery on their tour of the Museum. It shows the car from its newest days to its less than grand entrance into the Shop as a badly deteriorated, stripped, and sagging car body.

Other significant accomplishments were the design (based on photos) of the longitudinal seat bases, accumulation of components from Museum stock, including an authentic portable arc headlight, fitting of all 66 window sash, completion of the reproduction of the complex clerestory sash operating mechanisms, and varnishing many of the sash and other cherry components.

Work has begun in accumulating originals and making patterns for the many missing hardware components. These will be cast in bronze or aluminum and machined.

The work on this car is an example of the best we do in the Shop: careful documentation, careful research, high craftsmanship, and responsible representation of the car builder's art. In 2001 work will continue to concentrate on the body, as that is what presently available funding will permit. Mechanical and major electrical work will be dependent on significant additional contributed funding to the car's fund.

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

Other than a not-quite-correct repaint to a World War II livery in 1968, the car had been the beneficiary of very little in the way of restoration work until a significant program began in late 1996. The goal is to return the car to its scarlet and blue/gray exterior with aqua and white interior as when last outshopped by the CA&E in 1951.

In 2000 the project met one of its goals for the year and made substantial progress towards several others. Most of the repainting on the interior of the main passenger compartment was completed; save for a few details and work that must wait until the reconstruction of the brass side windows. Attention then turned to the interior of the smoking compartment, where volunteers repainted the ceiling and made major progress in the removal of the old, deteriorated paint.

Below: Bob Reich installs some of the newly refinished interior woodwork in Bay State Street Railway No. 4175. The very careful and accurate restoration of this car is making steady progress as the glistening surfaces show. JS



Below: Captioned photos on 4175's roof tell the history of the car and its restoration. Turn to page 5 for a photo of the replica of this car running in Lowell and to page 23 for a photo of a sister in service in Haverhill. JS





In 2001 plans are to complete work on the interior, complete remaining vestibule repairs, complete the mechanical repairs and continue work on the rebuilding of the side window sash.

Cleveland Center-Entrance Motor Car 1227. For the first time in many years, the car rests correctly and solidly on its trucks because of the fabrication and installation of new quadrant (side bearing) plates. All of its window sash have been painted and varnished. The longitudinal and end seating was varnished after having been previously stained. The headlining decoration is now complete with the installation of the intricate decorative decals in the corners of the major panels. Protective coats of varnish on the ceiling make the car gleam. Our professional sign maker member also made several additional destination sign readings for major Cleveland streetcar lines.

Connecticut Company closed car 1160. Volunteer activity on 1160 made this year once again a year of welcomed progress. Much of this year's activity was work on the remaining unfinished side of the body and the body interior. The upper sash was completed early in the year and when the weather moderated work continued on the body exterior, finishing the removal of old paint from the letterboard and window areas and priming and repainting those surfaces. The widow sill on this side of the car required some repairs including a patch put in to eliminate a gap

Above: The restoration of steel interurban car 434 from the Chicago, Aurora & Elgin continues to make rapid progress. Here longtime volunteer Jean Deschenes takes a break from applying the lettering to the light blue/gray letterboard. The sides are red in the 1951 livery being applied to the car. DC

The second major goal for 2000 was to complete remaining vestibule repairs. All structural work is now complete on both ends of the car. Workers completely rebuilt both of the stationary vestibule heaters and partially rewired the heater circuits. They then went on to remount both train doors and reassembled much of the interior of the number 1 vestibule, including repainting the area around the motorman's stand. With the remounting of the signbox and air horns on the number 1 end of the car, that end looks complete to the casual observer. Only a few details

remain.

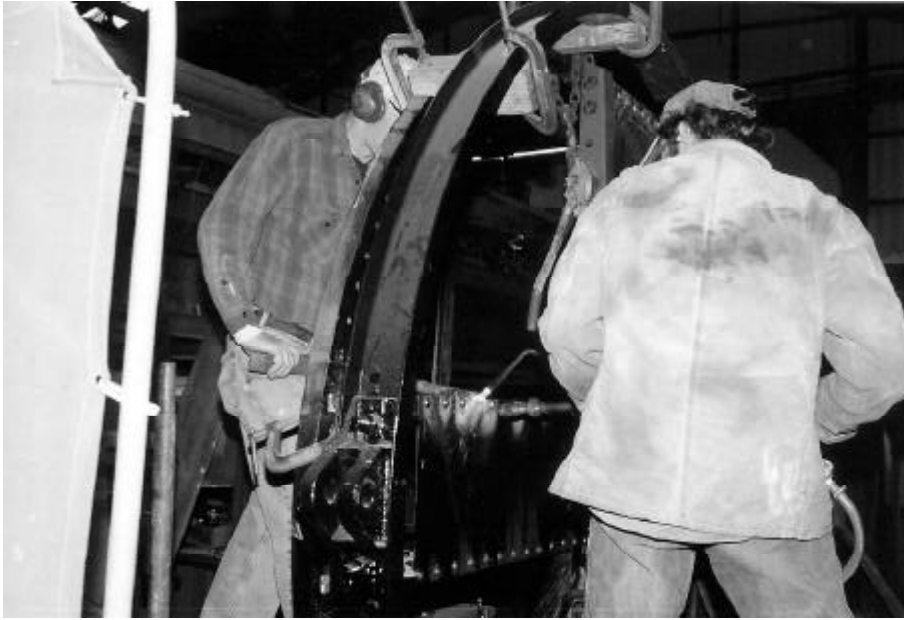
The rebuilding of the side window sash, the last major goal for 2000, came to a sudden halt with the unexpected death of shop machinist Ed Johnson. However, Ed did manage to complete all of the required tooling and most of the work on the first of 27 identical pieces.

With the application of the remaining numbering and lettering, the exterior paintwork is now essentially finished.

Right: Project sponsor Fred Maloney applies a finish coat of varnish to the wainscoting below the newly fabricated seat frames for Cleveland center entrance car 1227.

Below: Volunteer Amy Litchfield treats a window post on Connecticut Company 1160 in preparation for yellow and white finish colors. JS





Above: Dan Cohen (left) holds the "buck" as Shop Foreman Chris Perry prepares to use the pneumatic riveting gun to drive a red-hot rivet in the floor plate at the rear of the new underframe for Rochester Peter Witt 1213. Work nears completion on this massive phase of the car's restoration. DC

that had appeared due to age and weathering. Many of the original screws that held the sill in place had rusted away causing the sill to be loose. New holes and counter bores were drilled and new screws installed with plugs placed over the tops of the screws.

In the car interior much of the painstaking work of stripping, sanding, and refinishing the woodwork continued. This work has now involved the bulkhead panels on each end of the car. The areas of the bulkhead panels where the numbers are located will be cleaned and preserved as is. The refinished areas will create a precise border around this area. The car participated in the Spectacular Treasures Preservation seminar conducted at the Museum by Merri Ferrell. Part of the discussion concerned the headlining in 1160. The headlining is virtually untouched from the day the car was made. It is also in reasonably good condition. This is due, in part, to the fact that there has been no roof leaks. The result from the seminar study is the decision to leave the headlining as is. We will give it a careful cleaning and possibly a clear coat preservative if a suitable one can be found. Volunteers also installed the 30' long seat base panels in the body interior. These panels support the longitudinal seats, and had been repaired and refinished some time ago. The heaters also mount in these panels. As the year drew to a close work began on the lower sash on this last side of the car. Also, the milled wood stripping for the body floor was ordered from C. M. Goodrich & Son,

Inc. of Pittsfield, Mass. This striping was put on the floors for dirt and water runoff from passenger's feet. In later years new cars had ribbed rubber flooring in the vestibules and aisles.

Unfortunately, there was little mechanical work done on the car this year in large part due to the theft of all axle and journal bearings early in the year. This has set

back progress in the area tremendously, not to mention the cost of the restoration. During the year we have been working to identify possible sources for new bearings, to obtain proper measurements, and to raise the needed funds. As 2000 closes we have some possible sources, and plans to begin assembling one truck are in the works.

Rochester Peter Witt 1213. The thrust of the work this year was to complete the assembly of the floor/underframe structure. To make it easier and safer to rivet the bolsters and other frame members, the entire underframe assembly was set on its side, next to the original car body. Specially bent heavy sections of channel were rolled to a semicircular shape by a contractor to conform to the end of the car, then riveted to the floor structure. The bolsters, following original construction methods, were riveted to the floor with $\frac{3}{4}$ inch diameter rivets. These proved quite difficult to drive and tools continually broke because of the large size. Since this technology is rapidly becoming obsolete, special riveting tools had to be made. The next step is to reunite the top and bottom sections of the car body.

Cedar Rapids and Iowa City Railroad (CRANDIC) 118. Work on this 1930 high-speed interurban car has focused largely on the interior although it

Below: An enthusiastically supported volunteer project is the rebuilding of Boston & Maine Railroad inspection car 500 to preserve the car and for use by the Museum's track department. Here Gary Jenness applies primer on newly installed wood as project sponsor Ben Yuscavitch looks on. JS





Above: The Museum's New Haven open cars—three active and one unrestored—have been the backbone of the public operation for 45 years. The result is a periodic need for restoration. Brill-built 303, arguably the most rugged of the four, is in the midst of a very careful overhaul and refinishing. DC

now sports its newly polished and plated curved horns which warned many an unwary Iowan at grade crossings. All its electric heaters were removed, enclosures cleaned, repainted and reassembled. The thermostats and associated relays were overhauled and the car now can be warmed with proper temperature control for the first time in about 50 years. Many pieces of interior hardware including ceiling grills, baggage area railings, water cooler fittings, etc., shine in their new nickel plating. Likewise the monel restroom sink and new mirror and plumbing glow. The light fixtures with newly plated housings are all installed and work.

The biggest current challenge is to repair the seating. The car will be equipped with interurban type bucket seats acquired with our Lehigh Valley Transit car 1030 (which has since been refurbished with parlor car seating). 118 came to Seashore with seats from retired Crandic Stages buses, which were only in the car briefly and most were badly worn. Fortunately we have been loaned one sample of the correct type including the special headrest that was used on the long-distance runs 118 made for much of its operating life. We are currently estimating the scope and price of this project. The car is being restored to its appearance and configuration during its first years of service on the Crandic in the early 1940s after having been purchased from the Cincinnati & Lake Erie Railroad.

Boston and Maine Inspection Car

500 now has a new canvas roof. To get to this point a very active volunteer crew reconstructed the body and roof framework as well as installing sheet metal post cladding and hardboard exterior paneling.

Cincinnati and Lake Erie box motor 648. Poplar sheathing was milled for its end roof hoods, while other roof boarding is already on hand from previously funded efforts. Thanks to fundraising by a former Public Trustee, a substantial sum of dedicated money is available for extensive conservation work on this car. Accord-



Above: Donations, many from members of the operating department, have made this project possible. Donald Curry power sands a post. DC

ingly, curatorial staff is considering how best to stage a major phase of new work on the car.

Car Maintenance and Repairs

Once the Shop has overhauled a car, the majority of maintenance work is covered by the Museum's general fund. Our cars are now operating well beyond their expected service lives and have depreciated most of the work put into them by their original operating company's shops such as the Boston Elevated Railway's Everett Shops; Chicago, Aurora & Elgin's Wheaton

Below: Shop Foreman Chris Perry uses one of the large shop lathes to smooth a built up bearing surface on a part of the very early design Brill 22-E trucks of Biddeford & Saco 31. Years of running on very rough track between Biddeford and Old Orchard Beach had resulted in considerable wear. DC



Shops; or Montreal Tramway's Youville Shop. Additionally most of Seashore's cars are stored in buildings without climate control. This takes a toll on exterior paint and varnish, as well as creating mechanical problems.

Eastern Mass Street Railway 4387.

Thanks to the generous donation of time and funds by one member, with lots of help from other members, this important piece of our operating fleet is receiving an overhaul of its many window sash.

Wooden sash are a high maintenance item and 4387 has an unusually large number of them. Although the car was outshopped in 1987 we found the wood used the Eastern Mass (or possibly the Boston Elevated Railway) in many of the sash was made of cheap luan which did not stand up to the weather. The original cherry used by 4387's builder, the Laconia Car Company and Seashore in its rebuilding stood up quite well. All sash has been completely stripped and sealed with high-performance epoxy primer/urethane enamel combination which should last longer.

Connecticut Company open car 303.

Since its comprehensive restoration in the 1970s, 303 has been a mainstay of the operating fleet, ever popular with the visiting public. Time took its toll on the finish so, over the past three years, the car has been receiving a total repaint. The car will continue to be in its original elaborate 1901 paint scheme and we expect to see it



Above: Ron Newton spends a late fall afternoon working on the daunting stack of window sash from Eastern Massachusetts Street Railway semiconvertible car 4387. As the car features multiple piece sash that slide completely out of sight there are many pieces to treat when repainting is needed. DC

in service in time for its 100th birthday. The car is being refinished using high-performance epoxy and urethane finishes which should give at least another 20 years of service. Mechanically and bodywise, the car is in extremely solid condition although some small areas of rot were treated during this work. Two interested members primarily provided the funding, one of whom also challenged others to donate. His interest proved the spark that has made the completion of this project possible.

Once 303 is complete and as sufficient funding is contributed, 303's younger sister, open 838, of 1905 will receive extensive conservation work. One of its side sills is seriously rotted and its paint has deteriorated.

Biddeford and Saco open car 31.

The B & S Railroad appears to have done virtually nothing to 31 in its last years of operation. Therefore its brake rigging was badly worn, nearly to the point of failure. Town House Shop has removed many of the components, built them up extensively

Below: Phil Dominguez prepares a section of the blue paint on Southeastern Pennsylvania Transportation Authority PCC car 2709. DC



Below: Donald Curry sprays primer onto 2709 as a partial repainting of the car is underway. Interestingly, other members of this 1948-built series of cars run regularly on San Francisco's Market Street and still others are about to be restored for service on Route 15 Girard in their native Philadelphia. DC



by sleeving and welding so tolerances were brought back to what we believe to be original specifications. It is our goal to have the car's principal means of stopping be the hand brakes rather than the air brakes which were added in its second decade. We are also researching an affordable way to reproduce the badly worn pony (small) wheels on one truck.

Twin City Rapid Transit (Minneapolis-St. Paul) Gate car 1267. Despite its completion in 1993 we have always felt the car should run smoother than the rather bone-shattering ride it has given. A careful inspection revealed the body was riding hard on its front truck without the necessary clearances on each side. Although it sounds simple, it required considerable work to machine a specially fabricated shim to raise the car body to the proper clearance. The car now rides as it should, however it does not pass properly through the double-slip switch at Arundel Station, so some further adjustment is needed.

Sydney (Australia) 1700. For many years, as most Museum members can remember, the illuminated *Woman's Weekly Magazine* advertising sign on one side was broken or completely missing. Finally this sign was rebuilt and installed, markedly improving the appearance of this fine car.

Third Avenue Railway System (New York City) 631 requires 12 volts to operate its doors and other auxiliary circuits. This power comes from batteries charged by a truck-type generator belted to the car's air compressor. Inspection found the generator had a burned out armature. The shop had it rebuilt by a contractor and the car now performs perfectly.

Southeastern Pennsylvania Transportation Authority (Philadelphia) PCC 2709. With outdoor exposure, its white, red and blue paint scheme had become quite shabby with rust streaks running over the white. A volunteer member thoroughly disc sanded the defective areas. The Shop staff then sprayed epoxy primer and authentic enamel over these areas making this popular car again presentable, although more work remains.

Other Restoration Projects

New York City Transit Authority R-9 rapid transit car 800. The car's air compressor now functions again thanks to a rewound armature.

Southeastern Pennsylvania Trans-

portation Authority rapid transit car 1023's volunteer project manager rebuilt its pneumatic door engines. He also reinstalled the car's air piping and air reservoirs. The exterior of both ends was sealed to prevent the entrance of moisture.

MBTA Orange Line rapid transit car 01179. The car's sponsor has rebuilt both end platforms by replacing rusted and deformed steel and painted them in brilliant orange. He also welded a large number of small leaks in the car's steel roof.

Massachusetts Northeastern Street Railway 50. The car's sponsor has completely cleared out decades of dirt and extraneous materials from its interior. Although it is stored inside he felt it was prudent to cover the car with a protective

where it was used to shift freight cars for mills along the streetcar lines. This was to become Maine's last street railway, from which the Museum acquired several cars in its early years shortly after World War II.

In conjunction with an application for at TEA-21 (Transportation Equity Act for the 21st Century) grant for restoration of this locomotive, a thorough survey of its condition and needs was made, including mechanical work necessary for limited operation. While still operational, No. 100 was run with virtually no maintenance by YUCo. Because of its mechanical state and its age and relatively fragile wood construction, it is not proposed to use this locomotive in routine switching operation at the Museum, but it should be operational for demonstration and mobility. Our application for the grant, still pending at year-



Above: Project sponsor Bill Pollman makes repairs to corroded steel on the end platforms of Boston elevated car 01179. These 1957 cars were built by Pullman in Worcester, MA, and for nearly three decades provided services above the streets of Boston on the Orange Line elevated route. DC

tarps. He is engaged actively in fundraising and research on the car with an eye to its eventual restoration. Car 50 is an example of the elaborate woodwork so common in 1902 when it was outshopped by Laconia.

Atlantic Shore Line Locomotive 100. This locomotive is a vehicle that once actually operated on the Museum's line. The all-wood unit was built in 1906 by the Laconia Car Company in New Hampshire. When the Atlantic Shore Line was abandoned in the 1920s, No. 100 survived by being transferred to York Utilities Company (YUCo) in nearby Sanford,

end, was endorsed by a formal vote of the Town of Kennebunkport.

Toronto Peter Witt 2890. Its trucks were disassembled and the wheel and axle sets for one truck were regauged from Toronto wide gauge to standard gauge as a donation. The second truck wheel sets will also be done, setting the stage for making the car operational.

Denver and South Platte Birney 1. Its two traction motors were overhauled in preparation to returning the car to service at Seashore.



Above: Project sponsor Conrad Misek makes repairs to a door engine from one of the Museum's two Philadelphia-Camden bridge subway cars. The cars, of a distinctive art deco design, symbolize the heavy duty equipment put into service on big city rapid transit systems in the 1920s and 1930s. JS

Chicago Surface Lines 225 has made more grinding of gears than even traditional old cars should. An inspection trip with the floor traps open so the motors could be observed revealed excessive side play and possible excessive bearing clearances. During 2001 the car body will be raised and a much more careful examination and necessary repairs made to get this popular and significant rolling piece of history back in operation.

Car Inspections. In order to prevent problems during the operating season, 2000's inspections were conducted extremely meticulously. Where possible, everything that required correction was repaired. A detailed report was made for each car indicating what was done and what should be done in the future. This complemented the Museum's standard 12-page checklist. Air pressures were reduced to proper standards, brakes carefully adjusted, windows and doors made to work freely, air leaks corrected, and all systems made operational. Screws and hardware were tightened up, a process that sometimes took as much as several days to complete for just a single car.

The above pointed out a number of issues:

- In order to have a greater variety of operating cars, there will have to be more trained inspectors. This will also reduce the cost per operating car.
- A thorough inspection done by trained

inspectors who know what to look for will prevent problems from advancing to the expensive stage.

- There is a need for a program to train and certify inspectors.
- There is a need of a shorter inspection cycle. (One respected museum inspects theirs every five operating days, the justification being that approximates one day's operation in original service.)
- Without thorough documentation it is

impossible to track potential problems.

By the end of the summer there were nine active cars available for the passenger operation. Some of the significant problems corrected were:

Boston Elevated Type 5 5821: Air compressor gear rebuilt.

Dallas Railway and Terminal 434: New trolley base bearing made, lightening arrester made functional, pneumatic door engines overhauled.

Montreal Tramways Observation car 2: Trolley base supporting block replaced.

New Orleans Public Service 966: Air brake levers relocated for proper operation.

Because of budget constraints, much-needed body work was deferred such as: Dallas 434 requires new roof canvas and interior refinishing and Boston 5821 needs rebuilding of some doors and repainting of all sash.

Keeping the Shop Operating

Safety: As a preventative measure Director Morse asked Safety Works!, a program of the Maine Department of Labor, to assist the Shop in improving the safety aspect of the facility and operation. In their January inspection they pointed out a number of areas needing correction and were very pleased to note on their March

Below: Two of the major restoration projects underway in the shop, Portland-Lewiston interurban car *The Narcissus* and Wheeling Curved-side 639, rest on adjacent tracks. An extensive research phase has started on *The Narcissus* in preparation for completing rebuilding of major structural parts. DC





Above: Ken Haselton installs a destination side in one of the side sign boxes on Toronto Peter Witt 2890. The car came in a trade with our Canadian friends at the Ontario Electric Railway Historical Association in 1999.



Above: Fred Perry works on disassembling one of 2890's trucks. Toronto track gauge is 2 and 3/8 inches wider than standard, so the wheels and brake rigging require relocation for operation on standard gauge track. FM

31 visit that all had been corrected to their satisfaction.

With their advice we have set up a program that allows us to spray paint again. This has involved the investment in an HVLP (high-volume-low-pressure) spray gun and air-supplied respirator system for the operator as well as adoption of other protective measures to comply with appropriate regulations.

Because of the extensive use the machines in the Shop get, Ed Johnson had to rebuild one of the vertical milling machines as well as the jointer. Our long-operating 5 horsepower air compressor finally broke down and was replaced in kind with a new one. Thanks to connections of one of our members, we also received an excellent 10 horsepower compressor that, in tandem with the other, gives a reliable and sufficient air supply for the first time in Town House Shop's history. He also obtained a 40-ton hydraulic arbor press to replace the historic but not very reliable ratchet press from the Boston Elevated Railway. He obtained steel shelters so compressed gas cylinders could be stored safely and conveniently outside the Shop.

The Shop draws its water from the old well about 200 feet to the west. Over time leaks developed in the supply pipe eventually reaching the point that no water flowed into the building but rather spread over the ground. Part of the EPA permitting process for property development required the construction of a gray-water septic system. Repair of the leak speeded

up the installation of the septic tank as the water line went through the tank's planned location. A contractor installed the tank and a new line was run into the Shop. Later in the year, the leach field for the septic system was constructed parallel to the main line near the Riverside Barn. During 2001 a restroom/shower will be constructed in the Shop to comply with codes.

Easter morning and heavy rains flooded the inspection pit shorting out a number of the pit lights. During the summer these were repaired, but new higher-grade lights have been obtained and will be installed in 2001. Volunteers have upgraded sash-drying racks in the varnish room, improved electrical lighting and fixed roof leaks.

Interface with the Operating Department. As the trolley industry and firsthand experiences fade into the past, it is becoming more and more imperative that our interpreters give the proper message to our visitors. During operator training sessions, the Shop showed the participants how the trolleys they run were more than just vehicles to carry the public. They are rolling examples of the carbuilders' art. Also there are many human-interest items found on each one such as bumper skirts to prevent free riders from hanging on the rear ends of cars, the Jim Crow signs from the segregation era, and the hard wooden seats for working class passengers.

Research and Curatorial

Seminars

In September we were privileged to have Merri Ferrell, Conservator of the Carriage Collection at the Museums of Stony Brook, New York, as presenter for the *Spectacular Treasures Seminar*. She brought the participants on a historical journey through the carriage era that lead directly into the early horse and wood trolley car era with similar construction and decorative techniques. Several of our older trolleys, some of which had likely not been seriously studied in years, were opened and lighted so the participants could view them. Many were time capsules with original untouched decorations (e.g., Manchester 60, Mass Northeastern 50, M & B 41, and Boston Elevated Parlor Car 925). In each she pointed out what the decorations were and what could or (equally important) what should not be done to each. Beyond a deeper appreciation for the gems in the Museum's collection two other critical points were made:

- Much of the original decoration should not be replaced or even touched by untrained persons. Trained conservators, either as interns or consultants should be brought in to help preserve what is there now.
- Those who went on the tour had a new and deeper appreciation for the collection we have.

Ms. Ferrell led a very stimulating day with every question answered leading to yet another question.

Several Seashore members attended a seminar at the Association of Railway Mu-

seums convention in Scranton, Pennsylvania. The well-known wooden car restorer Glenn Guerra demonstrated techniques of encapsulating original layered paint samples to determine the history of a car. These samples are then polished and microscopically analyzed. He pointed out the extreme importance of documenting any restoration project especially before the work is started. Rather than making parts by copying what is found (and may have been modified) careful drawings should be made of the whole structure to determine what the car builder's intent was. He strongly recommends CAD drawings. He pointed out his success in involving the community in support of restoration projects by having public showings of the work in progress with examples of before and after.

Donald Curry spent a week at the National Tramway Museum in England working in their workshop and taking note of their very well organized procedures. He noted their extensive documentation and project planning. Because of space constraints they send out many more components for rebuilding than Seashore. In general they take cars much further apart than we, in many cases, virtually constructing new ones with old components. Their criteria for reuse of a component are (in order): Is it safe? Will it last 30 years? Is it curatorially correct? Their car inspection system is very thorough; as a result they have a minimal number of operating failures in an intensively operated fleet.

We were privileged to act as the host for five of their key members who visited Seashore the following week.

Challenges and Concerns

1. Training. How do we pass on the multitude of skills and techniques we have developed to a (generally) less technically adept generation? Do we write a 'textbook'? Do we have training sessions?
2. Increasing staff size. What constitutes a manageable size of staff? Do we have apprentices and/or interns?
3. The Shop building is aging. Its roof has been patched numerous times and the aluminum has fatigued and eroded seriously. There are no actual foundations under the building. Is this the structure we will continue to have permanently?



Above: Chris Perry undertakes a periodic motor inspection on Dallas 434. "Motor traps," removable sections of floor, provide ready access. DC

4. Space is at a premium. The cars are crowded much too closely together to work on them efficiently. Machines do not have adequate working room around them and bench space is precious. The heavy metalworking machinery is not even accessible. Will we have to move out some projects in order to have proper and safe working

space?

5. Storage of components. Where can components removed while a car is under restoration be kept safely? What about those saved as originals after the work is completed?
6. Interpretation to our visitors. Our tours are inadequate to tell properly the story of what is done. We need to have special tours and demonstration as well as more in-depth training of the tour guides.
7. Curatorial standards. This goes with training. To what standard should the work be done? What materials and methods are curatorially responsible?
8. Focus. With the large numbers of projects underway, it is impossible to document responsibly and carry out each project to a curatorially correct completion. What allows a project to come into the Shop and who will be allowed to work on it?

Below: Ken Haselton very carefully applies the floral pattern to the corners of the striping in Cleveland 1227. Ken made decals of the pattern based on surviving samples of the original ceiling. The complete headlining of the car has been replaced, including the very complex curved end sections. FM



Bus Department Report

The year 2000 was a busy one for Seashore's Bus Department. Buses from the collection participated in the following eight community events this year:

- Kennebunk Home Show
- Kennebunk Rotary Artisan's Tour
- Arundel Day Shuttle Service
- York Institute's Community Day
- Biddeford La Kermesse Parade
- Kennebunkport Chamber of Commerce Concert on the Green
- New York Transit Enthusiasts Trip
- Saco Wheel Fest

Lincoln Yellow Coach

Restoration has continued on the **1934 Lincoln, Nebraska Model 733 Yellow Coach**. The project will prepare this vehicle for daily service in the Museum's operating department.

As with most overhauls, the original restoration plan has expanded to include the abundance of unexpected items that have been uncovered in the course of the project. Many small component parts have been repaired or rebuilt. They include the radiator, starter motor, generator, carburetor, and control linkages. The correct driver's seat and mounting brackets were removed from our parts coach, painted and sent to an upholsterer. A new dash panel was fabricated and will be outfitted with new replica gauges.

The seats were removed and sections of floor are being repaired. Stanchions were removed from our parts coach and various components re-plated. Repairs have been made to some window sash as well.

Boston 6169

Former MBTA Bus No. 6169 was again used for several outreach activities. In March, it provided shuttle service for the Kennebunk Kennebunkport Chamber of Commerce annual Home Show.

In connection with anticipated use for Arundel Day, the rusty air conditioning shroud was removed and taken to the Arundel Ford/Wiers GMC body shop to be repaired and painted. Unfortunately, it needed too much work to be feasible, and another shroud from a similar coach was procured.

The replacement shroud was then beautifully redone in time to be reinstalled for No. 6169's participation in the Arundel



Above: A smiling group of Seashore members and friends pose next to Brantford, Ontario bus 627 in Biddeford for the annual Franco-American *La Kermesse* parade and festival. Using buses in this manner helps the Museum project its image into the community and is also enjoyable for all who help. TG

Day bus shuttle. We are most grateful to Arundel Ford/Wiers GMC for the donation of their expert services and materials for this project.

During the Arundel Day Shuttle, No. 6169's shift cable froze. The event was completed by shifting the coach from forward to reverse as a two man process from inside the engine compartment. As luck would have it, Seashore's parts department had bid on some assorted control cables that were surplus from the MBTA, and among them were the exact part for this coach. The cable was quickly replaced following the event, and the coach was returned to active service.

Over the course of our season, in addition to being on display at the Museum and participating in on-property operations, No. 6169 also took part in other local community events. Included were a Chamber of Commerce summer concert shuttle in Kennebunkport, special service for a group of New York area transit enthusiasts and as a display for the nearby town of Saco's Wheel Fest event.

Brantford, Ontario 627

Our long time publicity bus, **Brantford Ontario No. 627** also had an active season promoting the Museum.

In April the coach provided service for a new event this year sponsored by the Local Rotary. The local artisan's tour featured studio tours of local artists and

craftspeople. Since most studios did not have ample parking, transportation was cleverly structured as a continual shuttle loop allowing patron's to customize their tour schedules.

In June, No. 627 joined a community event and exhibit opening at the York Institute in Saco. Later it participated once again in the Biddeford La Kermesse parade, this year in collaboration with the York Institute.

The coach was used several times for museum operations during service interruptions such as power failures or assisting with special tour groups. It was made ready for a Chamber of Commerce summer concert in August. However, the event was cancelled.

Acquisitions

Though perfectly suited for many of our outreach events, No. 627 (a 1962 GM TGH-3102) presents challenges in its continued operation. It came to us in operable, but substantially worn condition. This model has become increasingly rare, and spare parts are no longer readily available.

In collaboration with John Wolfe, the original donor of No. 627, the Museum was able to obtain two parts coaches. They had been used for a transit service in Barre, Vermont and were in storage at a gravel yard for many years. Having these coaches on hand has greatly enhanced

our ability to keep our No. 627 operational for years to come.

Fitchburg and Leominster 111

During the Spring we received a call from a towing company in Massachusetts. They were disposing of what turned out to be a 1952 General Motors TDM-4509, former Fitchburg and Leominster No. 111. We were able to remove the coach days before it would have been scrapped.

The 4509 is the model that precedes our 1956 Public Service No. K514 TDM-4512 that was acquired last year. While substantial differences exist such as leaf springs vs. air suspension, different side windows and seating, mechanically they are essentially the same. In fact, No. 111 was originally a Public Service Coach as well, and was purchased by the F&L second hand. It was decided to pursue it as a supporting vehicle for No. K514.

The coach was essentially complete, although most of its high backed seats were removed for its use as a camper. Upon its arrival at the Museum, work began to make it run. Ironically, the major problem with the engine was the same as with K514, four of the six fuel injectors were frozen. They were eventually freed up, and repairs were made to the oil pan, air cleaners and electrical system. The coach runs well, although will need a complete set of replacement fuel injectors to run properly.

Already it has been very useful as a practice tool for mechanical work, and has served to train several of our members in the operation of rear engined, mechanical shift buses. Skills involve double clutching, and the ability to anticipate engine and road speeds without being able to



Above: In June bus 627 was in Saco at the York Institute Museum and Dyer Library, organizations with whom Seashore has worked closely on joint exhibits concerning the area's trolley history. PM

hear the engine. Also necessary is a sense of finesse of the control linkages which have a great deal of play from wear and the distances and obstacles traversed from the driver to the rear engine compartment necessary.

Boston 6069

The museum acted quickly in 1995 and was fortunate to acquire 1967 GM New Look (TDH-5303) No. 6169 as the MBTA was in the process of retiring this type of coach from service. Since that time all remaining GM "New Look," or "Fishbowl" style coaches have been removed from the MBTA fleet as the system evolved to an all-RTS fleet. However, one coach, No. 6069 was retained in connection with an on going litigation. While searching for possible parts our No. 6169, Seashore's bus department discovered that No. 6069 had now been released and was on a scrap bid list.

The MBTA donated the coach to the Museum to assist with the preservation of No. 6169. The coach is complete and in excellent condition. Seashore member and MBTA mechanic Charles Griffith was soon able to get the coach running. He suggested we consider making repairs to No. 6069 and drive it to Seashore.

Over the course of several weeks a Seashore crew worked to repair the brakes, suspension system and transmission. The coach also received numerous electrical repairs and lubrication. It was then driven from storage in Everett, Massachusetts to Kennebunkport, Maine with nothing other than vibration caused by out-of-round tires, a result of sitting in one spot for many years. The deformed spots eased considerably along the journey, and over time will self-correct from use.

The coach is in such good condition, the decision was made to restore it to active service for the Museum and work has continued toward that goal. Use of this coach will greatly relieve the burden upon our preserved No. 6169, and provide new opportunities for bus operation, including the possibility of member excursions.

Many other smaller projects took place throughout the year on the Museum's collection of buses and trackless trolleys which are impossible to detail here. The bus and trackless trolley department continues to work toward increased vehicle conservation and the continuous improvement of our core fleet of operational coaches.



Left: At another event in Saco—a cycling contest known as Wheel Fest—Seashore was represented by Boston bus 6169. Exhibits outside and inside the bus illustrated the story of the Biddeford & Saco Railroad history in the town. JS

Seashore 2000 Acquisitions

For several years acquisitions at Seashore have been dominated by items such as buses and late model subway trains, though there have been some successful parts acquisitions, particularly from Japan, where the last old American equipment is now being retired.

However, in late 2000, there came a core collection car. **Rochester, NY car 394**, a generic and classic Brill semiconvertible, arrived at Seashore on October 16, 2000. Although car 394 was a body only, it was unloaded directly onto a set of Brill 39E1 Maximum trucks that exactly matched the ones the car rode on for most of its service life. These trucks were acquired from Kobe, Japan in 1998, and were originally obtained for Capital Traction (Washington) 197. The sponsors of that car, however, agreed to the diversion because the Kobe trucks were smaller than those originally on No. 197, but were exactly right for car 394.

Although No. 394 is the third city car at Seashore from Rochester, it has an importance well beyond that city. Seashore has several Brill semiconvertibles, but all are specialized models for big city systems. Seashore was unsuccessful in obtaining generic Brill Semi 5706 in Baltimore in 1956. Car 5748, obtained later, though a splendid acquisition, is a special model for

Baltimore. The Boston Type 2s and 3s, Harrisburg 811, and Philadelphia 6618 are other examples of modified Brill Semi design. Car 394, however, was an off the shelf design that was extensively produced, both by the Brill plant in Philadelphia and the several subsidiary companies of the Brill Group.

Car 394, of the group 355-399, was built in 1906 at the Kuhlman Car plant in Cleveland, under shop order 301. Similar cars were built in 1905 (420-429) and in 1904 (430-449). They were carried as a single car class by Rochester Railway Company, and there is no information as to why the cars built earlier had higher numbers. This reverse numerology was carried further with Seashore's No. 502, one of a series of box type cars built at the Philadelphia plant in 1902.

Though many feel that 394 replaces 502 in the Rochester Collection, they are utterly different, as is Peter Witt 1213, now under restoration at Seashore. Car 502 is admittedly in very bad shape, as is Rochester & Sodus Bay Interurban 113, the oldest surviving interurban car anywhere, and the only product of the pioneer carbuilder Jackson & Sharp. This entire group merits conservation as totally different influences in a local area, all unique in their own right at Seashore, but No. 394 has a wider national significance.

In the course of its history, car 394 underwent several rebuildings and modifications, none of which significantly altered its basic configuration. Rochester Railway Company became a part of the vast New York State Railways System in 1909, and some of the 355-449 class cars went to other parts of the system, notably Syracuse and Utica. No. 394 ran its entire service life in Rochester. As built, car 394 was double end, with hand brakes only and had Brill 27G trucks (4 foot wheelbase, 33 inch wheels), 4 GE-54 motors), and 2 K-12R controllers. Straight air brakes (GE CP-27 compressor) were added in 1912 and trucks were changed to Brill 39E1 (4 foot 10 inch wheelbase, 28 and 22 inch wheels) and 2 GE-275A motors. The car was made single end in 1917, with seating capacity increased from 38 to 43 by removing control equipment and adding longitudinal seats in the rear vestibule. A coal stove was replaced with electric heaters and fixed steps were replaced by folding ones. The doors and steps were only changed from hand to air operation in 1923, when the car itself was changed from two-man to one-man operation and fare registers were replaced by fare boxes.

Car 394 ran regularly until August 1936, when 10 streetcar routes were abandoned and many older cars were listed as withdrawn from service. No. 394 and sister car 437 were recorded as scrapped later that year, pursuant to New York Street Railways policy of listing cars as scrapped whether the bodies were burned or sold. In this case the two were sold to Barnard's Camp at Lake Lamoka, Tyrone, NY, where they would remain for over 60 years, twice as long as they ran as streetcars in Rochester.

The move of car 394 to Maine was accomplished via trucking contract with Greentree Trucking, a most competent and satisfactory experience. Preparation work at Lamoka Lake was conducted by three weekend volunteer crews from the Boston Area. The Greentree truck backed under on the first pass. The car was secured, and made it to the Museum the next day. There, as we have noted, car 394 was placed on its permanently assigned Brill 39E trucks. Substantial conservation work continues at year end.

Two trustees visited Japan early this year. Some useful parts, principally trucks and motors, appeared to be available. Work on acquiring some of these parts continues in early 2001.

Below: A sister car to Rochester 394 pictured on New York State Railways property. The car is a standard model semiconvertible car manufactured in great numbers by Brill in the period before World War I. The J. G. Brill Company of Philadelphia built many types of well-designed cars for decades. FG



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

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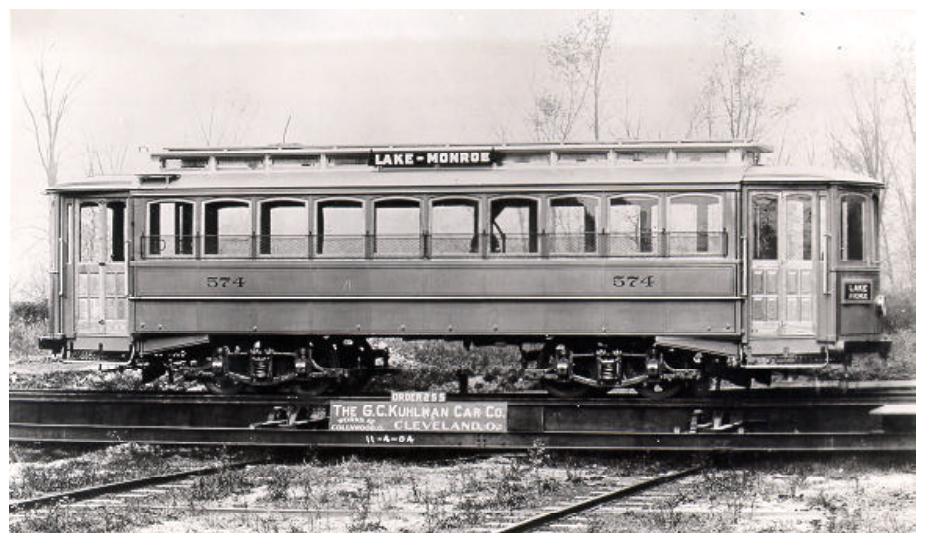
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Above: A builder's photo of a car similar to newly-acquired Rochester semiconvertible 394. The G. C. Kuhlman Car Company of Cleveland was a subsidiary of Philadelphia-based J. G. Brill. The newly manufactured car has been moved from the assembly location on a lateral moving transfer table. CM

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Above: Two Eastern Massachusetts Street Railway cars pass in Haverhill on Main Street in 1936, shortly before streetcar service ended. Seashore has cars very similar to both. The car on the left, of the 6000 series, is similar to Seashore's 7005 and the car on the right is of the same type as 4175. CD

Museum Contributors

Again this year the Seashore Trolley Museum benefited from very generous financial support provided by members and other individuals and organizations. Listed here are all who donated or bequeathed \$50 or more in cash or value contributions during 2000. Total contributions exceeded \$235,000.

In total more than 560 individuals and organizations made contributions, more than 350 exceeding the \$50 threshold, keeping our administrative staff quite busy with the very pleasant task of receiving, recording, and acknowledging this generous support. Over \$88,000 of the donations were to the general fund, which helped meet the unglamorous but necessary administrative costs of the Museum.

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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 2000. The grand total reported was in excess of 14,600 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 greatly 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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Below: Bob Kelly reviews images in Seashore's library. Bob has led efforts in recent years to producing marketable videos from historical film in the library collection. Not only do these videos provide an important way to share history with many people, but they also are a source of revenue. FM



Trustee Recognition Awards

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

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

At this year's Annual Meeting, held on May 27, 2000 at Christ Church in downtown Kennebunk, the Trustee Recognition Awards were presented by chairman James D. Schantz, president Peter Folger, and museum director Phil Morse to the following uncommon individuals:



Above: Director Phil Morse, chairman Jim Schantz, and president Peter Folger with honoree Bob Black at the May, 2000 Annual Meeting. DC

Bob Black

Throughout these recent years you have marked yourself as a front-line contributor to restoration and maintenance activities on the historic vehicles comprising the incomparable collection of the Seashore Trolley Museum. If hard work and enthusiasm truly are their own rewards, your example demonstrates that volunteer commitment can be measured in more consequential ways. Your many talents and unflagging spirit lend themselves fittingly to your ongoing volunteer efforts. In more ways than most ever could know, you have given richly of your time, expertise, and vitality to this organization. As such, your fellow members and the public all greatly benefit from your limitless deeds. For all your seen and unseen efforts on behalf of the New England Electric Railway Historical Society and its Seashore Trolley Museum, we recognize and commend your allegiance and service.

Lee Johnson

Long have you given generously of your time and talents in order to augment the many activities and services routinely performed within the Restoration Shop of our beloved Seashore Trolley Museum. Whatever the nature of the needed task at hand, you ably and genially lend your skills and time. The energies exerted faithfully by you fittingly proclaim you as an unsung champion of the New England Electric Railway Historical Society. As tenacity, aptitude, and devotion are attributes consistently evident in you, distinction can be expected in all that you undertake on behalf of our extraordinary Museum. As such, your fellow members—and so many of the annual visitors to Seashore Trolley Museum—benefit from your uncommon devotion and practical abilities. For all your known and unseen labors on behalf of the New England Electric Railway Historical Society, we recognize and hail both your loyalty and obliging spirit.



Above: Director Phil Morse and president Peter Folger flank honorees Elenore and Dick Howe in the Visitors Center conference room. JS

Elenore and Richard Howe

During your years as local citizens of our Museum community, you two have been active and notable contributors to many of the unsung feats involving Seashore Trolley Museum. Your energetic spirit and willingness to lend a helping hand—whether it be tending the Museum grounds or working in its Restoration Shop—have contributed markedly to the tireless efforts of our Museum's volunteer corps. In your volunteer capacities you have given abundantly and freely of your time, often serving behind the scenes. Always you do so with ease, determination, and a confident perspective on the task at hand. As such, all benefit from encountering such remarkable examples of the essence of the synergetic spirit. For your ongoing efforts on behalf of the New England Electric Railway Historical Society, we acknowledge and acclaim both your loyalty and your many useful deeds.



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

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

