
New England Electric Railway Historical Society, Inc.

Seashore Electric Railway



No. 615 on Seashore track at Kennebunkport, Maine.

ANNUAL REPORT

1948

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY INC.

Owner of the
SEASHORE ELECTRIC RAILWAY

FOUNDED 1939 INCORPORATED 1941
A non-profit organization operated by its members for the creation of an historical electric railway.

General Offices

10 SPRING HILL TERRACE,
SOMERVILLE 43, MASS.

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General Manager and First Vice-President	Theodore Santarelli de Brasch
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Walter F. Goddard	Hugh C. Wentworth

ABOUT THE SOCIETY

MEMBERSHIP

Any person interested in the program of the Society is eligible to apply for membership through **The Treasurer, NEERHS, 10 Spring Hill Terrace, Somerville 43, Mass.** Dues, \$2 a year, are used to buy materials for car and way maintenance and office work, all done by Society members on a voluntary basis. There is much interesting work new members could help with.

EXPANSION-IMPROVEMENT

Since membership dues are set low enough to enable everyone to join, all improvement is financed by Shares of Contribution. Many members help by buying shares in installments of from \$1 to \$10 per month. A certificate is issued for each \$10 that accumulates to the member's credit. Shares of Contribution are deductible from the federal income tax.

No monetary compensation is made to any Society member for work performed for the Society. The Society is a non-profit organization. It is justly proud of the way it stretches the money its members contribute.

AIMS OF THE SOCIETY

Membership of the Society is composed for the most part of historians, transit men and hobbyists who enjoy working for electric

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ANNUAL REPORT
Editor, George Burdick
Publication, Roger Borrup

EQUIPMENT MAINTENANCE, WAY AND STRUCTURE IMPROVEMENT AT KENNEBUNKPORT, MAINE

Activities at our property at Kennebunkport during 1948 may be divided into three fairly distinct periods. Overhead line work was resumed early in the Spring and occupied the major part of our time until June. Five poles were set, replacing all but one of the original number. Five hundred feet of copper trolley wire was strung over two of the three yard tracks and preparations were made for wiring the main line.

From June until September, the main emphasis was placed on permanent track extensions to the southern end of the main line, and to the northern end of No. 3 barn track. With the construction of a part of No. 1 track this Fall, permanent track extensions for the year total 300 feet. A secondary job was the construction and removal of some 250 feet of temporary track along the abandoned Atlantic Shore Line right of way for purpose of moving Connecticut Company open cars Nos. 1253 and 615 onto our own trackage from a point close to the highway where they had to be unloaded from trailer trucks.

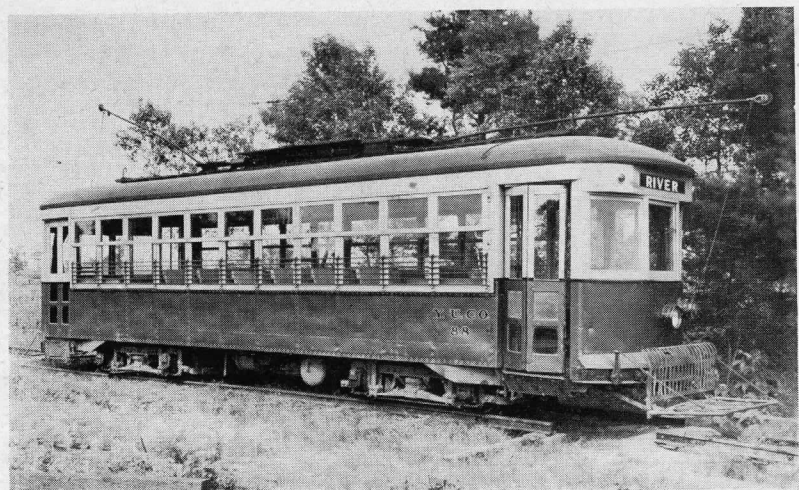
In September the construction of our carhouse was finally begun, and work on it continued into the first week of December. The first 'unit' of this building will be just long enough to house open car No. 31. Continuous concrete foundations have been completed on one

side, and are about half done on the other side. The work entailed excavating to a depth of four feet, the building of wooden forms and the mixing of four yards of concrete by hand.

At various times throughout the Summer, seven car roofs were painted, and one vestibule and front end of No. 31 was completely repainted after the old paint had been stripped off. Paint on 4387 was sprayed rather than brushed on, giving a much improved finish. Birney car No. 82 was refitted with leather seats, headlining, and some lights salvaged from Eastern Mass. St. Ry. 7000 series cars. This not only resulted in a deluxe interior typical of many rebuilt Birney cars but also provided a short cut in revamping the car's neglected interior.

Our stock of spare parts and tools has been nearly tripled during the past year, greatly emphasizing the growing need for tool and part storage. We hope to solve this difficulty soon by means of a lean-to addition to the first unit of our carhouse.

An otherwise perfect year was marred somewhat by the damage a fire inflicted on car No. 1253 in October. Thanks to the efforts of our neighbors, the Cloughs, and of the Kennebunkport Fire Department, much was saved of this car, just delivered from New Haven by our own members this Summer.



NO. 88 at Kennebunkport, last passenger trolley to run in Maine. Seashore rail and wire shown under construction in photo.

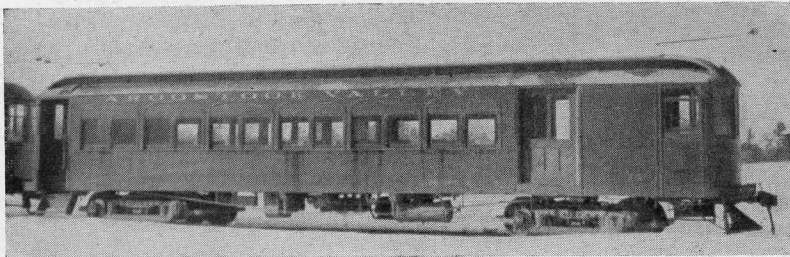
CARS AT TEMPORARY LOCATIONS

NORTH BILLERICA, MASS.

Due to the extensive programs carried on at other locations, interurban combination coach and baggage No. 70 and freight motor No. 52 at North Billerica shops of the Boston & Maine had less than their share of maintenance in 1948. However, four large doors were obtained and taken to North Billerica to replace those now on No. 52. The roof of No. 70 was painted and the undersides were touched up where needed. Projects on No. 52 for 1949 are to hang the new doors and repaint the exterior match-board.

EAST HAVEN, CONN.

The roofs of cars Nos. 1468 and 838 were partially repainted to stop leaks which had developed during the summer. The Branford Electric Railway Association is storing the two cars for us until they can be moved to Maine.



NO. 70 — Long and fast, former Aroostook Valley interurban will presently run again on the Seashore at Kennebunkport, Maine.

OPEN CARS MOVED FROM NEW HAVEN

SOUTH CARVER, MASS.

Considerable work has been done this past year on Mail Car No. 34 and Snow Plow No. 16 at their temporary home at the Edaville R. R. in South Carver, Mass. Plow No. 16 received the greater part of the effort, the entire car body was painted outside, the trolley base repaired and the roof repainted. The plow blades were scraped and painted with special rust-resisting paint.

Due to the very severe winter one side of the Mail Car No. 34 required repainting even though it was painted in 1947. It was stripped to the wood, given two primer coats, two finish coats of Pullman green and two coats of varnish. The roof has been braced, and the interior finish is being scraped down to the wood preparatory to revarnishing.

During the summer of 1948 our Society tackled the hardest job it has yet undertaken, the moving of some of the cars obtained from the Connecticut Company over the highway from New Haven to Kennebunkport, Maine. A full account of the complications is impossible, but they included delays in obtaining registration and insurance, breakdowns on the road, and miles of detours. Applying for registration July 1st, it required two weeks to move one trolley to Warehouse Point, Conn., from New Haven.

Late in July another trailer was leased from C. E. Hall & Sons, Inc., and car No. 1253 was moved to Kennebunkport from New Haven with all work being contributed by Seashore members. Engine trouble, a broken rear axle, and a minor traffic accident caused delays. In August four more cars were moved to Warehouse Point. Paul Kehoe, as driver, stayed on the job with S-26 for six weeks during the summer.

Open car No. 615 was loaded on Labor Day at New Haven. Forty miles from there the engine burned out. Funds were raised from contributions by members, and a new engine was purchased and installed for a little over \$700 and six weeks' time. The trip was completed with only two more days' delay in Haverhill due to road construction.

With the new larger engine, a new heavier transmission, and a new brake system, the tractor is now in excellent condition and will be ready to start moving cars as soon as weather permits. During 1949 we want to get as many of our cars as possible from their present temporary storage sites to our own property. In addition to car moving, the tractor can be used to haul rails, ties and poles, and the compressor can supply air for testing car braking systems and for spray painting.



NO. S-26—Seashore tractor pauses enroute from Connecticut to Maine with Open Car No. 615.

ROLLING STOCK AS OF DECEMBER, 1948

PASSENGER CARS

No.	Type	Builder	Year	Trucks	Former Owners
31	12-Bench Open	Brill	1900	Brill 22-E	Biddeford & Saco R. R.
38	Interurban Pass.	Laconia	1907	Laconia 9B	Manchester & Nashua St. Ry.
60	20-ft. Box	Laconia	1895	Brill 21-E	Manchester St. Ry.
80	Birney Safety	Amer. Car	1920	Brill 78-M	Denver & S. Platte, Y. U. Co.
82	Birney Safety	Amer. Car	1920	Brill 78-M	Denver & S. Platte, Y. U. Co.
70	Coach-Baggage	Wason	1912	Brill 27-MCB2	Aroostook Valley R. R.
71*	Coach-Baggage	Wason	1912	Brill 27-MCB2	Aroostook Valley R. R.
4387	Convertible	Laconia	1918	BS 12C	Eastern Mass. St. Ry.
88	30-ft Lightweight	Wason	1926	Brill 177-E1X	E. Taunton, York Utilities Co.
615	15-Bench Open	Brill	1901	Standard O-50	Connecticut Company
838	15-Bench Open	Jones	1905	Taylor SB	Connecticut Company
1253	15-Bench Open	Bradley	1910	Standard O-50	Connecticut Company
1468	15-Bench Open	Bradley	1911	Standard O-50	Connecticut Company

WORK CARS

S-71	Line Car	Bay State	1915	Peckham	Eastern Mass. St. Ry.
038	Motor Flat	Worc. Con.	1919	Bemis	Worcester Consolidated St. Ry.
52	Freight Motor	Brill	1909	Brill 27-E1½	Aroostook Valley R. R.
34	R.R. Post Office	Feigel	1879	Maguire	Union St. Ry., New Bedford
16	Snowplow	Wason	1905	Wason	United Electric Rys. (R. I.)

ADDITIONAL WORK EQUIPMENT: No. T-116, 4-wheel Flat Car; No. 8, 4-wheel Box Car; No. 5, Hand Car; No. S-1, Model T Ford Tractor; No. S-117, Model AA Ford Line Truck; No. S-26, Autocar Tractor; No. 615, Birney Car (Office).

* Property of W. F. Goddard, Seashore member.

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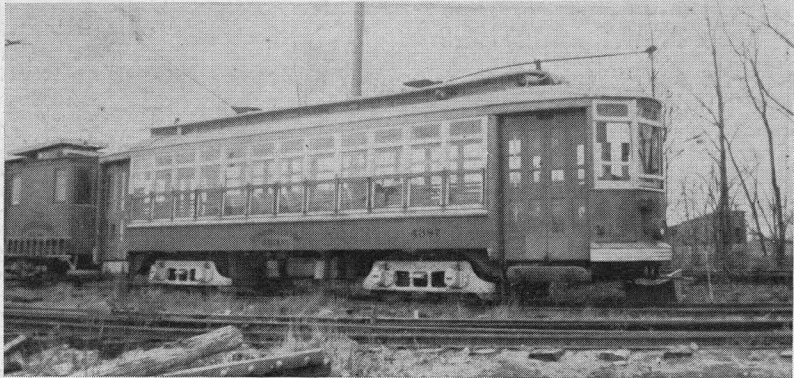
railway companies or making studies of them.

Although the trolley had little competition during the days of its spectacular rise, in this age of specialization, subways, trackless trolleys, automobiles and buses have crowded the trolley into the few places where its economies are still to be felt—trunk line transportation in the larger cities and a few super-interurban lines. Within a short time only the new standardized PCC cars will be left.

It is against this background that the Society's Seashore Electric Railway was formed in 1939 to preserve, in operating condition, a sufficient number of cars to be fairly representative of the designs of the various car builders and periods of construction. Hence its roster includes passenger cars from city, suburban and interurban lines, as well as the necessary work cars for building and maintaining a small line.

VISITS TO THE RAILWAY

While most persons who visit the property are actively engaged in its construction, non-members are welcome to visit our Kennebunkport property free of charge if they sign an accident-liability waiver obtainable from any officer of the NEERHS. Since the property is under construction, visitors must use caution in walking about. Members must be ready to show their passes, and should make their presence known to members of the Clough family if they are the first arrivals. The property is located three miles north of Kennebunk, 1¼ miles east of Route US-1.



NO. 4387—Former Eastern Mass. St. Ry. convertible prepayment type at Kennebunkport, with new spray paint job on body and trucks.

PLANS FOR 1949

RAIL AND LINE EXTENSION

The first track construction in 1949 will be an extension of our present main line track 180 feet southward to the high speed main line of the now abandoned Atlantic Shore Line Railway. If permission can be secured, a semi-permanent section of track will be laid in this roadway. At the northern end of the yard both the main line and the adjacent yard track will be extended about 100 feet, with the latter joining the main line again with a new switch.

Rails and ties for this project are being negotiated for. One of our members has secured a dump

truck to use in his business and hopes to be able to assist materially in helping us to construct these additions to our roadbed.

Line work will consist of setting additional poles with brackets along the main line until such time as it seems feasible to run in the copper trolley wire. A sufficient amount of No. 00 round trolley wire is in stock to take care of our needs for the next two years.

CARHOUSE

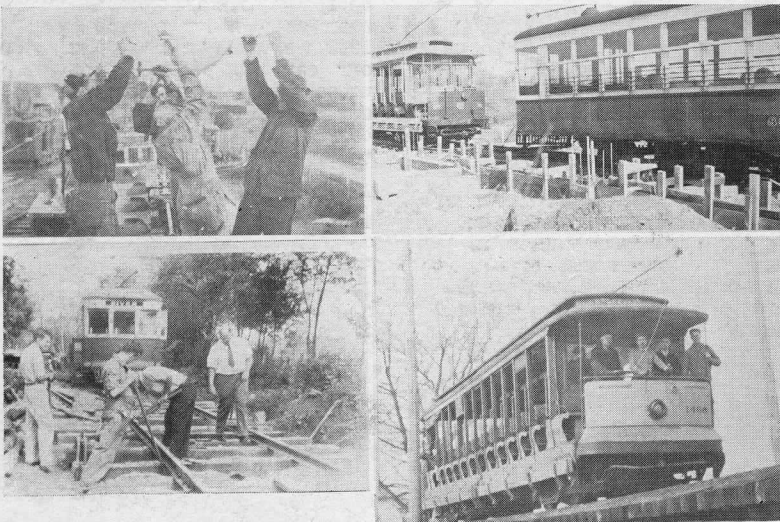
Building construction will be resumed as soon as warm weather returns, the rate of progress being governed largely by the rate of membership donations. If we could secure a minimum amount of steel for framing purposes, construction could be speeded up considerably. We must not, however, in any way compromise the structure of this building just for the sake of speed, so that it will not be adequately fireproof. Reinforced concrete, and cinder or concrete block walls, will be used throughout. Let us make a real effort to get No. 31 under cover in time for our Tenth Anniversary—July 1949.

CAR MOVING PROGRAM

Definite plans are not complete at the present time for moving the rest of our rolling stock from Connecticut. The Autocar tractor S-26 has been almost completely rebuilt mechanically. It should be ready for many miles of trouble-free operation.

CAR MAINTENANCE

Car maintenance and painting will be carried on as usual. Painting of steel cars will be speeded up by the use of spraying equipment.



TOP LEFT—Wire work at Kennebunkport.
TOP RIGHT—Barn foundation forms and Nos. 80 and 31.
LOWER LEFT—Conn. Electric members lend a hand with trackwork.
LOWER RIGHT—No. 1468 goes to storage in East Haven.