No. 615 on Seashore track at Kennebunkport, Maine.

ANNUAL REPORT 1948
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 matchboard.

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.

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. Mail Car 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 repainting.

WORK CARS

32 Freight Motor Wore. 1909 Brill 27-E1½ Aroostook Valley R. R.
34 R.R. Post Office Peigel 1879 Maguire Union St. Ry., New Bedford
16 Snowplow Wason 1905 Wason United Electric Rys. (R. L.)

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 A Ford Line Truck; No. S-29, Autocar Tractor; No. 615, Birney Car (Office).

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

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

ROLLING STOCK AS OF DECEMBER, 1948

PASSENGER CARS

<table>
<thead>
<tr>
<th>No.</th>
<th>Type</th>
<th>Builder</th>
<th>Year</th>
<th>Trucks</th>
<th>Former Owners</th>
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<tbody>
<tr>
<td>31</td>
<td>12-Bench Open</td>
<td>Brill</td>
<td>1900</td>
<td>Brill 22-B</td>
<td>Biddeford &amp; Saco R. R.</td>
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<tr>
<td>38</td>
<td>Interurban Pass.</td>
<td>Lacoona</td>
<td>1907</td>
<td>Lacoona 6B</td>
<td>Manchester &amp; Nashua St. Ry.</td>
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<tr>
<td>60</td>
<td>20-R. Box</td>
<td>Lacoona</td>
<td>1905</td>
<td>Brill 21-R</td>
<td>Manchester &amp; Nashua St. Ry.</td>
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<td>70</td>
<td>Coach-Baggage</td>
<td>Wason</td>
<td>1912</td>
<td>Brill 27-MCB2</td>
<td>Aroostook Valley R. R.</td>
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<td>71*</td>
<td>Coach-Baggage</td>
<td>Wason</td>
<td>1912</td>
<td>Brill 27-MCB2</td>
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<td>88</td>
<td>30-4 Light Weight</td>
<td>Wason</td>
<td>1920</td>
<td>Brill 177-E1X</td>
<td>E. Taunton, York Utilities Co.</td>
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<td>615</td>
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<td>Standard O-50</td>
<td>Connecticut Company</td>
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<td>154</td>
<td>12-Bench Open</td>
<td>Jones</td>
<td>1905</td>
<td>Taylor 6B</td>
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<td>1253</td>
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<td>Bradley</td>
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<td>1468</td>
<td>12-Bench Open</td>
<td>Bradley</td>
<td>1911</td>
<td>Standard O-50</td>
<td>Connecticut Company</td>
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LOCOMOTIVES

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<th>No.</th>
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<th>Year</th>
<th>Trucks</th>
<th>Former Owners</th>
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<tbody>
<tr>
<td>164</td>
<td>Locomotive</td>
<td>1905</td>
<td>240</td>
<td>Boston &amp; Maine</td>
</tr>
</tbody>
</table>

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 A Ford Line Truck; No. S-29, Autocar Tractor; No. 615, Birney Car (Office).

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

NO. S-26—Seashore tractor pauses enroute from Connecticut to Maine with Open Car No. 615.
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 obtained 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, 1 3/4 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.