

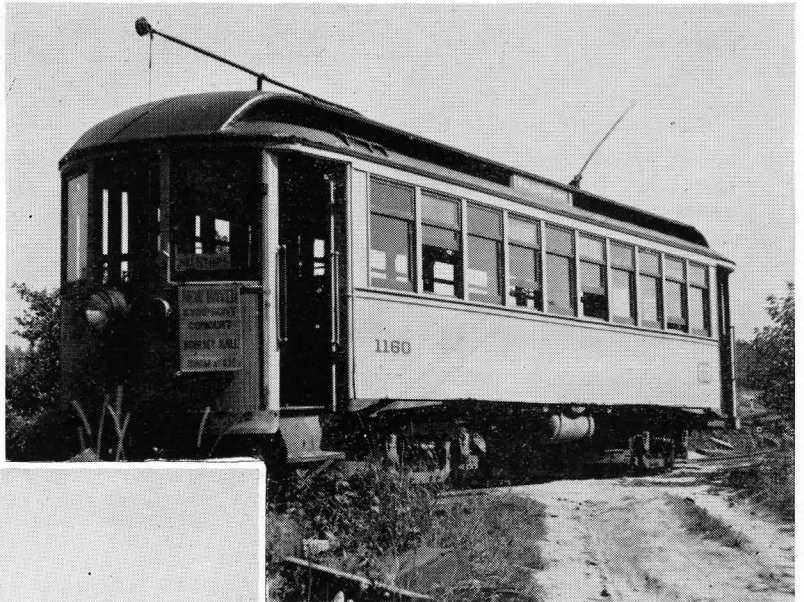
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# New England Electric Railway Historical Society

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## Seashore Electric Railway

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NO. 1160 Connecticut Company  
on Seashore Electric track at  
Atlantic Shore Line grade crossing.



NO. 108, formerly an interurban electric Railway Post Office  
Car, new addition on Seashore track in 1949.

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**Kennebunkport,**

**Maine**

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**Annual Report for 1949**

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**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  
20 SPRING HILL TERRACE  
SOMERVILLE 43, MASS.

**Officers and Directors**

**President** Alexander van C. Hamilton  
**General Manager and First Vice-President**  
Theodore Santarelli de Brasch  
**Treasurer** John E. Amlaw  
**Chief Engineer** Henry B. Brainerd  
**General Counsel** Leroy T. Snowdon  
Gerald F. Cunningham Daniel M. Twomey  
John B. Barr Joseph E. McLaughlin  
Kenneth N. Cummings Arthur G. Duncan  
Lester H. Stephenson Sr. Edward J. Barry  
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, 20 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. New members are welcome to participate with us in much of this interesting work.

**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 contributed by its members.

**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 railway companies or making studies of them.

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**ANNUAL REPORT**

Editor, George Burdick  
Publication, Roger Borrup

**1949 Progress Report**

An all-time peak was reached during the past year in work hours contributed by members. As a result we were able to accomplish somewhat more than had been planned for 1949. In addition to car maintenance, more track was laid, four cars were moved to Kennebunkport, and power plant equipment obtained and taken to Maine.

**TRACK EXTENSION**

One accomplishment of the year was the construction of 500 feet of additional trackage. Enough 72-pound rails were obtained from a coal trestle in Melrose for the extension south to an unloading ramp. Our members, including three who used their own trucks for the moving, dismantled the entire trestle, loaded the materials and took them to Maine. Over 400 creosoted standard ties and 49 switch ties were brought to the railway from a local railroad track job and the abandoned Stoneham line of the Eastern Mass. Street Railway.

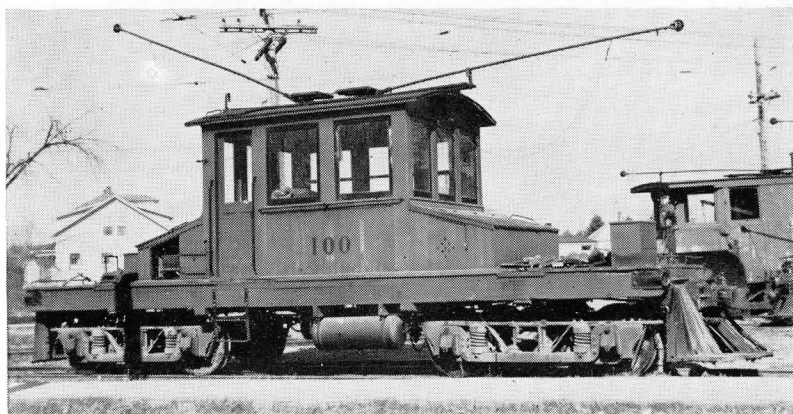
Early in the Spring, permission was granted by the Central Maine Power Company to cross their right-of-way. The clearing and grading work started in April, and laying of rail followed in June and July. It is now possible to unload cars at the Biddeford road and bring them in by rail without resorting to temporary tracks and ramps, thus reducing unloading time to about 1½ hours. We are much indebted to the Clough family upon whose property the ramp is set up.

Later in the season the track crew shifted to the northern end of our trackage. Preparation for

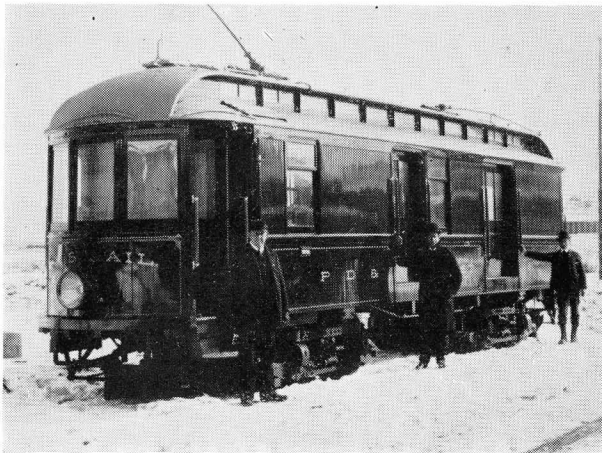
this work had started in February with the clearing of trees and brush for 1,000 feet. Yard track No. 1 was lengthened in March. Plowing, scooping and grading were carried out in earnest under the unrelenting August sun, during one of the hottest summers on record. The 60-pound rails for this project were purchased from the York Utilities Company. These rails, which had formed the lead tracks to their carhouse, required many hours to straighten or re-curve. In addition, the rail ends had been burned off with a torch, and therefore they had to be sawed off and redrilled. By the time cold weather had set in, we had nearly completed the 160-foot main line extension, an addition of 90 feet to No. 1 yard track, and the switch that connects them. Fourteen loads of gravel and over a dozen kegs of spikes were used on the two track jobs. Rails to complete the connection are purchased and stored for us at Sanford.

**POWER PLANT**

A very important addition has been made to our railway's equipment this year through the donation of a gas-electric car power plant to our Society, by the New York Central System. It consists of a 600-volt DC generator driven by a Sterling 300-HP gasoline engine, with all the necessary equipment. The unit has already been removed from the gas-electric car and transported to Maine. A small gas engine of some historical importance was donated to the Society by M.I.T. A foundation and temporary shelter have already been built for it.



**YORK UTILITIES NO. 100 at Sanford, Maine, in 1949. This was the last electric railway freight motor to operate in Maine.**



NO. 1160 in the background as Seashore members build ramp for unloading.



NO. S-117 and the Seashore line crew in Sanford salvaging trolley brackets.

Top— No. 103, of Portsmouth, Dover & York St. Ry. at York Beach in 1904. Note the R.P.O. letter slot.

cars, such as fenders, pilots, steps and trolley bases, and in making automotive repairs to tractors S-1 and S-26 and to line truck S-117. The Autocar tractor, S-26, purchased by the railway during the past year, required a new clutch, rear end, compressor and tires, among other things.

#### ROLLING STOCK ADDITIONS

Four double truck cars were obtained by the Society in 1949 and were moved to the property by means of our tractor, S-26, and a trailer rented from C. E. Hall & Sons of Somerville. A large part of the Society's expenditures were due to the necessary car moving.

**No. 100**—Purchased from the Sanford & Eastern Railroad, former Atlantic Shore Line wooden steeple cab locomotive and last electric locomotive to run in the state of Maine.

**No. 108**—Also from Sanford, former York Utilities line car, and years earlier, the Portsmouth, Dover & York's railway Post Office car.

**No. 1160**—Purchased from the Connecticut Company, a typical railroad roof straight sided box car built by Stephenson.

**No. 1391**—A donation from the Hub Chapter, N.R.H.S., a 15-bench monitor roof Bradley open car, formerly from the Connecticut Company.

## 1949 Progress Report

(Continued)

#### CARHOUSE CONSTRUCTION

This project advanced very slowly during this year due to lack of funds for this purpose. However, excavation was completed for additional foundations, four column forms were built, one column was poured with concrete, and another form was prepared with reinforcing rods. The vitally needed concrete mixer was finally purchased and shipped to the railway property in December, in readiness for next year.

#### CAR PAINTING AND REPAIRS

Car roofs were painted, as required, at all locations: Kennebunkport, Billerica (Aroostook Valley cars), South Carver (plow and mail car), and at Branford. Bodies partially painted where necessary included Nos. 31, 60, 38, 80, 108, 615 (Birney), 1391, 1160 and 838. The roof canvas on one side of No. 108 was completely renewed. The mechanical department was kept busy putting back parts removed in order to move



## Plans for 1950

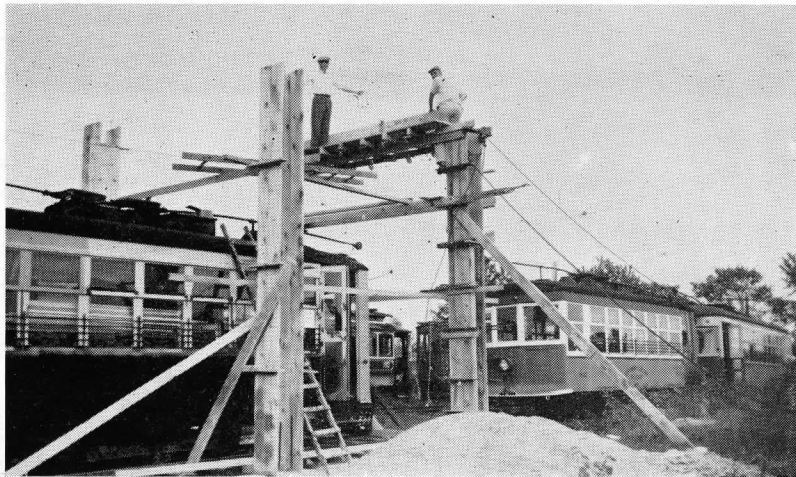
During the coming year further preparations will be made for electric operation.

A concrete foundation for the large engine-generator set is to be cast parallel to the small engine foundation. After the engine is placed on its permanent foundation, and protected by a temporary shelter, reconditioning can begin in earnest. The engines are to be adjacent so that one small permanent structure can house them and all control equipment.

The completion of trackwork at the northern end of the yard, including the extension of two of the yard tracks, will facilitate the switching of cars. It is planned to have a bulldozer build up a road-bed across the swamp. While the fill is settling, the line truck can be driven over it to set poles, install trolley brackets and erect wire. By late fall 95-pound rails donated by M.I.T. can be laid on the 250-foot mainline tangent. Rails will be bonded and feeders from the power plant installed as time permits.

The remaining columns required to complete the first unit of the carhouse can be cast readily with the new concrete mixer. A small bay added to the west side of the carbarn will give us much needed storage space for valuable equipment.

Advantage should be taken of



SEASHORE MEMBERS construct forms for the reinforced concrete columns of the carhouse.

all mild weather to repaint cars Nos. 60, 88 and 1391, and other cars where needed.

Although our plans call for a great deal of effort on everyone's part, most of the grading can be accomplished in one day by a bulldozer, nearly all the trackwork planned is tangent, and the concrete work will move quickly with the new mixer.

Include Seashore in your plans for 1950 if you wish to ride in and run some of New England's most historic railway equipment.

## Progress Report

(Continued)

### LINE WORK

Arrangements were made early in the summer with the Sanford & Eastern Railroad whereby they would register our line truck, S-117, and use it to remove some of the trolley wire from Sanford to Springvale. Our line crew then removed the 125 trolley brackets of the entire line for our future use.

## ROLLING STOCK AS OF DECEMBER, 1949

### PASSENGER CARS

NO.	TYPE	BUILDER	YR.	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 & So. Platte; Y.U. Co.
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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. Lightw't	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
1160	R.R. Roof Box	Stephenson	1906	Standard O-50	Connecticut Company
1391	15-Bench Open	Bradley	1910	Standard O-50	Connecticut Company

### WORK CARS

S-71	Line Car	Bay State	1915	Peckham	Eastern Mass. St. Ry.
038	Motor Flat	Worc. Cons.	1919	Bemis	Worcester Consolidated St. Ry.
52	Freight Motor	Brill	1909	Brill 27-E1 1/2	Aroostook Valley R. R.
34	R.R. Post Office	Fliegel	1879	Maguire	Union St. Ry., New Bedford
16	Snow Plow	Wason	1905	Wason	United Electric Rys. (R. I.)
108	Line Car	Laconia	1902	Standard C-50	PD&Y, ASL, YU Co., S&E RR
100	Locomotive	Laconia			Atlantic Shore; YU Co.; S&E

**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 Body (Office).

\* Property of member W. Goddard.

## About the Society

(Continued from Page 2)

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. And 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, at their own risk. Since the property is under construction, visitors must use caution 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.