

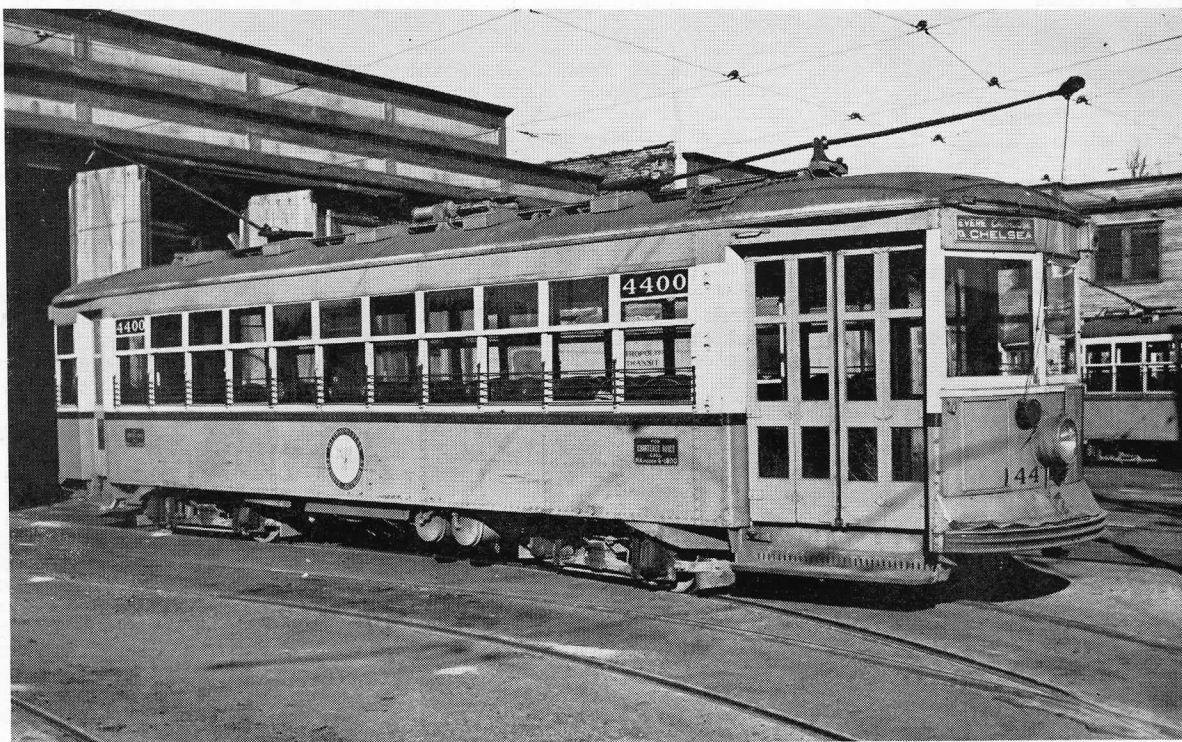
NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, Inc.



Seashore Electric Railway

Annual Report

1950



NO. 4400—Interior and exterior views show Seashore Electric Railway's latest acquisition, car No. 4400, photographed by the M.T.A. at Revere as the car was being withdrawn from service.

Built in 1927 by the Osgood Bradley Car Company, Worcester, Mass., for the Eastern Massachusetts Street Railway, its original number was 7005. It was shipped directly to Lowell by flat car to the street railway shops there, and assigned to local suburban and inter-city service. No. 7005 was one of three of its type operated regularly over the Lowell & Fitchburg Street Railway's tracks to Ayer on a per car mile rental basis

in an attempt to retain service over the lines of this financially-ailing railway. When not in use on this line, it saw service on the Eastern Mass. lines to Chelmsford, North Chelmsford, Tyngsboro and occasionally to Boston (Everett Station) via Reading, Wakefield, Melrose and Malden.

In 1930, it was assigned for a short time to the Salem Division, but was returned in the latter part of that year to Lowell as a regular

Lowell-Lawrence car on one of the fastest rides on the system. One of our directors, John Barr, recalls "breaking in" on No. 7005 on this line in April 1934. It was during this period that red marker lights were installed at either end of the car. In late 1934, No. 7005 made the final run on the Lawrence line and shortly afterward was assigned to Lynn for use on Boston, Salem, Cliftondale and Saugus lines.

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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 & Vice-President
Theodore Santarelli de Brasch

Treasurer John E. Amlaw

Chief Engineer Henry Bowen Brainerd

General Counsel Leroy T. Snowdon

John B. Barr Lawson K. Hill
Edward J. Barry Joseph McLaughlin
Kenneth Cummings Lester Stephenson Sr.
Gerald Cunningham Daniel M. Twomey
Arthur G. Duncan Hugh C. Wentworth
Walter F. Goddard

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. Our membership is composed of historians, transit men and hobbyists.

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.

AIMS OF THE SOCIETY

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. By now its roster includes passenger cars from city, suburban and inter-urban lines, as well as the necessary work cars for building and maintaining a small line.

(Continued on Page 4)

The General Manager's Report for 1950

The work program of this past year was influenced largely by lack of funds, the pressing need to devote more time to car painting, and the increasing seriousness of world affairs. In addition to carrying out the greater part of the program for 1950, more emphasis than had been planned was placed on cleaning up the lower end of the property, a task sorely neglected in previous years; in putting some of our best cars into good condition; and in preparing space for a shop.

TRACK CONSTRUCTION

Early in the spring our track crew removed 500 ft. of 95# rail previously donated. It was necessary to build fires to thaw the ground sufficiently to pull up the rails. This heavy rail, a set of 95# points and frog, and some street railway points and frogs were then shipped to Maine. A member donated sufficient funds to purchase and ship the balance of the rail pile in Sanford from the York Utilities Co., amounting to 420 ft. of 60# rail.

Work was then started by our members on the removal of the creosoted ties from an abandoned line near Boston. Over 300 ties were hauled away and stored, some 120 of which were brought to our property in the summer.

Early in July we were ready to undertake the task of pushing our rails northward across the low ground. Funds were available to build an embankment for a third of this distance. Fill was chosen over grading by bulldozer, and accordingly, 26 truck loads of gravel were brought in. Once the roadbed was completed, it took but two days' work to set the ties and heavy rails to gauge. Scarcely had the last spike been driven when the first cars rolled over the rails to relieve the congestion in our yard.

Trackwork was resumed early in the fall and was concerned primarily with removing from the main line the Kerwin crossover installed several years earlier. To ready the parts of the crossover for permanent installation it was necessary to remove the cleats and plates which had held it together for street use. This required 75 man hours. Installation of the switch at its new location has been nearly completed on the north end of yard track No. One.

In addition, approximately 90 ft. of storage track were constructed both in Kennebunkport and in East Haven, Conn., by our members. Several tons of crushed stone were brought up by members and used for ballasting a section of track just south of the grade crossing.

POWER AND LINE WORK

The White & Middleton engine, donated last year and scheduled for auxiliary use, was brought to our property during the spring and mounted immediately on the concrete base cast the year before. By late fall, the temporary housing for this unit had been completed. Late in November, the base was completed for the 300-h.p. Sterling engine and generator. Mid-December saw the 7-ton unit emplaced by a local rigger. A new dead end pole was set and backguyed to permit an alteration in the yard track layout and to serve later as a feeder support between the power plant and main line.

ROLLING STOCK ADDITIONS

Early in the year the M.T.A. withdrew from service the 4400 series cars, formerly the deluxe 7000 series Eastern Mass. Street Railway cars. Car No. 4400 was purchased and put in temporary storage.

Later in the year, when the M.T.A.'s R.S.&S. department replaced its service cars on the Cambridge-Everett run with trucks, the opportunity came to purchase No. 2016, a motor flat car with two cabs, steel sills, and a one-ton Sprague electric hoist. Temporary storage of this car was obtained until July when it was shipped to our railway on a low-bed trailer. It is the only trolley to date to travel over the new New Hampshire Turnpike. The trip from the Everett shops to Kennebunkport required only three hours. All the rigging work was done by our members, while transportation was supplied by a rented truck and tractor. With the addition of short outrigger brackets, this car will be ideal for handling our 30-ft. rails and the heavier pieces of special trackwork.

CAR PAINTING AND OVERHAUL

A stepped-up car maintenance program was in order and the results are quite gratifying. All four Connecticut open cars have

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.
 20 Spring Hill Terrace
 Somerville 43, Mass.

May 3, 1951

Financial Statement For 1950

<u>Receipts</u>		<u>Disbursements</u>	
Cash On Hand 1-1-50	\$ 81.62	Building Construction	\$ 306.61
Shares of Contribution	2,017.97	Roadbed & Track	242.25
Membership Dues	327.50	Rolling Stock Purchases	607.00
Donations	196.89	Transportation of Cars & Mtls.	315.25
		Maint. of Rolling Stock, Office Supplies & Annual Reports	515.54
		Repayment of Loans	485.80
		Rental of Sidings	70.00
		Misc.	35.39
		Cash On Hand 1-1-51	46.14
Total	\$2,623.98	Total	\$2,623.98

Status of Building Fund as of May 1, 1951

Cash On Hand	\$ 200.00
Transite Roofing Material On Hand	200.00
Pledges for Shop Fund	300.00
Additional Cash Required by June 17th for Framing of Shop	300.00

Present plans call for the framing of the Shop Building to be started by our contractor on June 18th. Several members are planning to take a week of their vacation at this time to be on hand to work with the carpenters.

It is most important, however, that sufficient funds be available so that definite arrangements can be made with the contractor so that he can schedule his work and have the necessary materials ready.

If you haven't already sent in a contribution to this most important fund, won't you consider sending in a dollar a week for the next few weeks, so that framing can definitely start in June. Stamped envelopes will be mailed on request.

John E. Amlaw

Treasurer, N.E.E.R.H.S.

ROLLING STOCK AS OF DECEMBER, 1950

PASSENGER CARS

NO.	TYPE	BUILDER	YEAR	TRUCKS	MOTORS	CONTROL	FORMER OWNERS
31	12-Bench Open	Brill	1900	Brill 22-E	2-GE200	K-36	Biddeford & Saco R.R.
38	Interurban Pass.	Laconia	1907	Laconia 9B	4-GE80	K-28	Manchester & Nashua St. Ry.
60	20-ft. Box	Laconia	1895	Brill 21-E		K-2	Manchester St. Ry.
80	Birney Safety	Amer. Car	1920	Brill 78-M		K-10	Denver & So. Platte; Y.U. Co.
82	Birney Safety	Amer. Car	1920	Brill 78-M	2-GE258	K-10	Denver & So. Platte; Y.U. Co.
70	Coach-Baggage	Wason	1912	Brill 27-MCB2	4-GE217	K-42A	Aroostook Valley R.R.
4387	Convertible	Laconia	1918	Bay State 12C	4-GE247	PC5, CJ129A	Eastern Mass. St. Ry.
88	30-ft. Lightw't	Wason	1926	Brill 177-E1X	4-GE258	K-35JJ-LB	E. Taunton St. Ry.; Y.U. Co.
615	15-Bench Open	Brill	1901	Standard O-50	4-GE80	K-35	Connecticut Company
838	15-Bench Open	Jones	1905	Taylor SB	2-WH93A	K-28	Connecticut Company
1468	15-Bench Open	Bradley	1911	Standard O-50	4-GE80	K-35	Connecticut Company
1160	R.R. Roof Box	Stephenson	1906	Standard O-50	4-GE80	K-28	Connecticut Company
1391	15-Bench Open	Bradley	1910	Standard O-50	4-GE80	K-35	Connecticut Company
4400	Deluxe Lightw't	Bradley	1927	Brill 177-E1X	4-GE265	K-35KK-LB	E. Mass.; B.E. Ry.; M.T.A.

WORK CARS

615	Birney (Office)	Wason	1919	Bradley	2-GE506	K-63	Portland R.R.; B. & S. R.R.
S-71	Line Car	Bay State	1915	Peckham	2-GE67	K-10, K-12	Eastern Mass St. Ry.
038	Motor Flat	Worc. Cons.	1912	Bemis	2-WH3	K-6	Worcester Consolidated St. Ry.
52	Freight Motor	Brill	1909	Brill 27-E1½	4-GE205	Type M, C-71	Aroostook Valley R.R.
34	R.R. Post Office	Fiegel	1879	Maguire	2-GE800	K-2	Union St. Ry., New Bedford
16	Snow Plow	Wason	1905	Wason	2-GE80	K-35	United Electric Rys., Providence
108	Line Car	Laconia	1902	Standard C-50	4-GE70	K-28	P.D.&Y.; A.S.L.; Y.U. Co.; S.&E. R.R.
100	Locomotive	Laconia	1906	Alco	4-GE80	K-35	Atlantic Shore; Y.U. Co.; S.&E. R.R.
2016	Derrick Car	B.E.Ry.	1912	Standard O-50	4-WH101B	K-28	Boston Elevated Railway; M.T.A.

ADDITIONAL WORK EQUIPMENT: No. T-116, 4-wheel Flat Car; No. 8, 4-wheel Box Car; No. 1253, Open Car Body; No. 5, Hand Car; No. S-1, Model T Ford Tractor; No. S-117, Model AA Ford Line Truck; No. S-26, Autocar Tractor.

been considerably improved in both condition and appearance. Nos. 615 and 1391 in Maine are being repainted with standard Connecticut Company colors and railway enamels, while our open cars in Connecticut have been painted with a dark green general purpose paint. Regular railway enamels were used on closed cars Nos. 38, 88 and 4387, while general purpose protective paint was applied to No. 108, locomotive No. 100, and one side of No. 70 at Billerica. In addition, five car roofs were painted.

Repairs included the replacement of the second section of No. 108's roof canvas and replacement of a rotted window sash on locomotive No. 100.

CAR SHOP

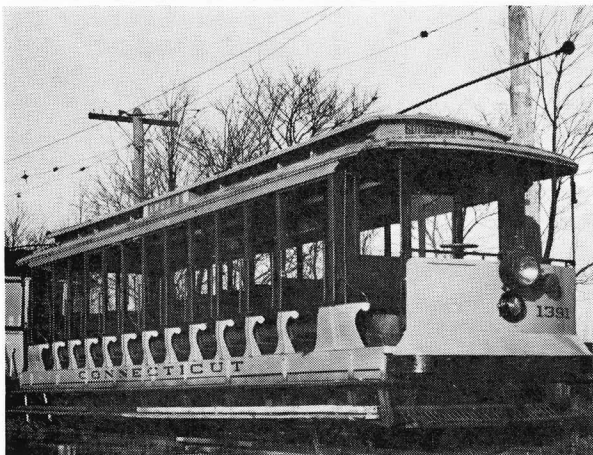
It was decided early in the fall to appeal to all members for funds to have a small two-car shop erected by an outside contractor to afford relief to those members who for several years have donated nearly all of their spare time salvaging and laying rails, moving and repainting cars, and constructing the power and line facilities.

Thorough repairs to roofs and complete paint jobs sometimes require partial dismantling of cars under the shelter of a building. Thus, the directors feel that any further delay in providing facilities for working on the rolling stock would be detrimental to the best

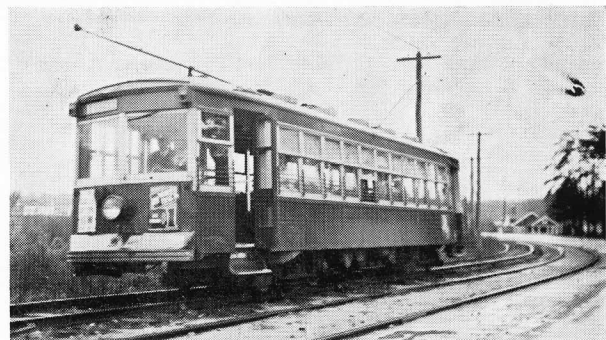
interests of the society and its shareholders. Accordingly a campaign was undertaken to provide the funds. The money raised in the fall paid for the contractor's putting in the concrete post foundations, and for 16 loads of gravel fill to bring the Mosquito Lake area up to level. More money is needed to complete the building which will be 31 x 48 feet of fire retardent wood frame construction covered with corrugated Transite.

We are saddened by the passing of one of our directors, Kenneth Cummings, who did so much to keep the equipment painted and protected during the past war when time was at a premium.

We regret the passing of one of our members, Ellis D. Atwood, who helped to preserve the memory of the Maine 2-foot gauge railways.



ON OUR MAIN LINE—No. 1391 as repainted by our members last fall.



NO. 7005, now No. 4400, at Belle Grove turnout, Dracut, Mass., on the Lowell-Lawrence line of the Eastern Massachusetts Street Railway.

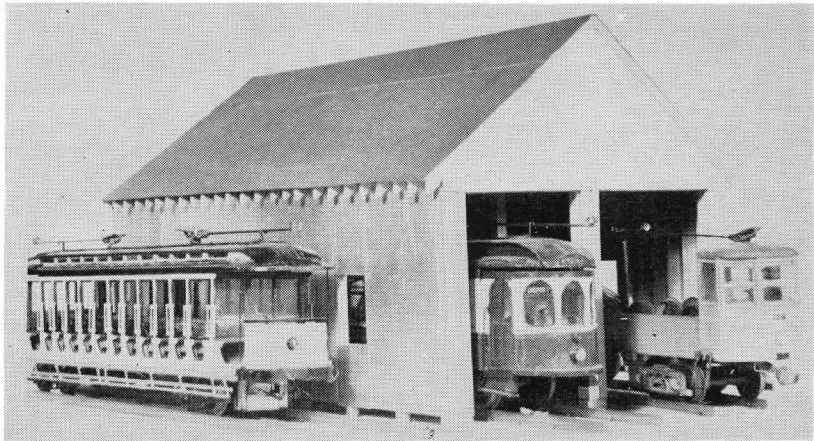
Program for 1951

1. Completion, by our contractor, of the 48 x 31 foot car shop.
2. Construction of the yard track and switches for the shop.
3. Construction of 90 feet additional storage track in the car-house yard.
4. Construction of a temporary building over the larger power unit to permit it to be put into operation. One wall of this building will be of permanent construction to allow the final installation of electrical switches and meters.
5. Four additional trolley poles will be set on the main line. The power station feeder and 600 ft. of trolley wire can then be put up.
6. Two more cars will be moved to Kennebunkport, probably Nos. 4400 and 70.
7. Upon completion of the shop the side panels of No. 60 will be replaced and the roof bonnets of No. 31 rebuilt.

(Continued from Page 1)

When the 7000's were ordered in 1927, no expense was spared to make them the last word in comfort. Their interiors were handsomely finished with mahogany frieze panels, enclosed controls, battleship linoleum floor covering, Brill Renitent bronze window posts, dome lights, Heywood-Wakefield deep cushioned leather seats and Agasote headlining carried out over the vestibules.

The cars provided a smooth ride on their Brill Swing-Link trucks, and a fairly fast ride with their quadruple 35 H.P. motor equipment. Control equipment consists of K-35 aluminum frame controllers with Line Breaker handles and Westinghouse SM-2 straight air brakes with type "E" relay valve added later on. Other refinements are American J-1 slack adjusters and the Variable Load



HERE'S HOW our car shop will look when completed. Shop and scale models of Seashore Electric Railway passenger cars and derrick car No. 2016 by Arthur Duncan.

braking device. Additional equipment includes 12-in. Golden Glow headlights and Hedley anti-climb bumpers.

On August 5, 1936, the car became No. 4400 of the Boston Elevated Railway, purchased to run on the newly-acquired Revere Division. Many Boston railfans will recall a pleasant tour of the lines of the Boston El in 1941 with No. 4400. It became a Metropolitan Transit Authority car in 1948, and in its last days of operation was the only former Eastern Mass. passenger car still running in New England.

In addition to most of our directors, the following members have given much of their spare time to the maintenance and construction of our property in Kennebunkport:

Langdon Allen	Lester Fravel
Richard Bolan	Thomas Henley
Francis Cheyney	Hollis Hitchins
William Cleaves	Robert Kennerly
John Coughlin	William Maine
James H. Crimmins	Robert Pommer
Osmond Cummings	Robert Saunders
Dana Daggett	Les. Stephenson Jr.
Charles Duncan	Horace Wright
John Duncan	Ellis Walker
Forrest Horton	

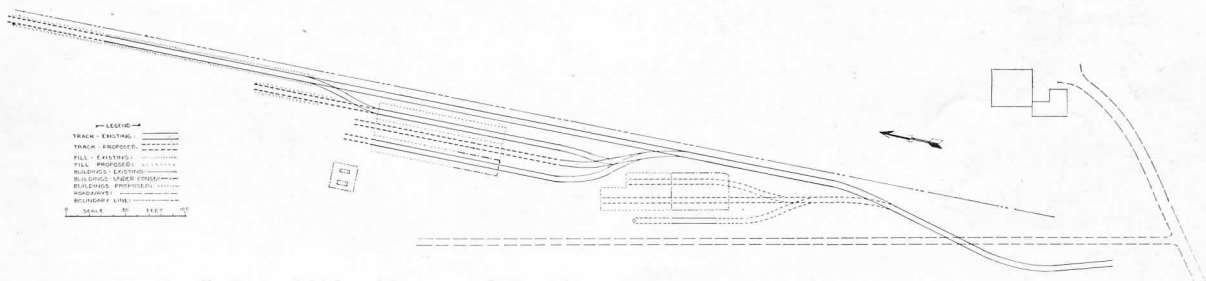
Visits to the Railway

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, a mile and a half east of U. S. Route 1 on Biddeford Road.

Annual Report

Editor: George Burdick

Publication: Roger Borrup



MAP OF PROPERTY shows location, left to right, of power station, carhouse and shop. The Cloughs' house is located at upper right. Our land extends 1,700 ft. farther north than is shown on this map.