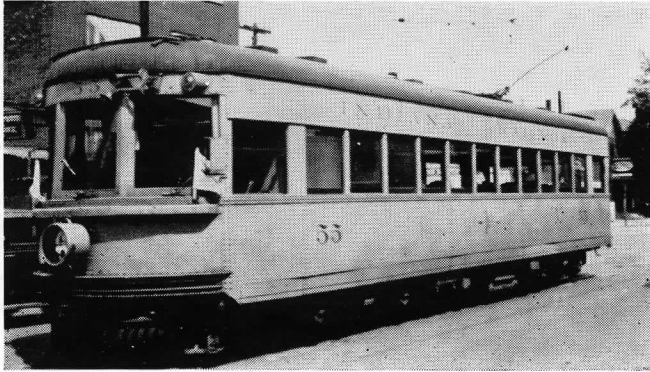
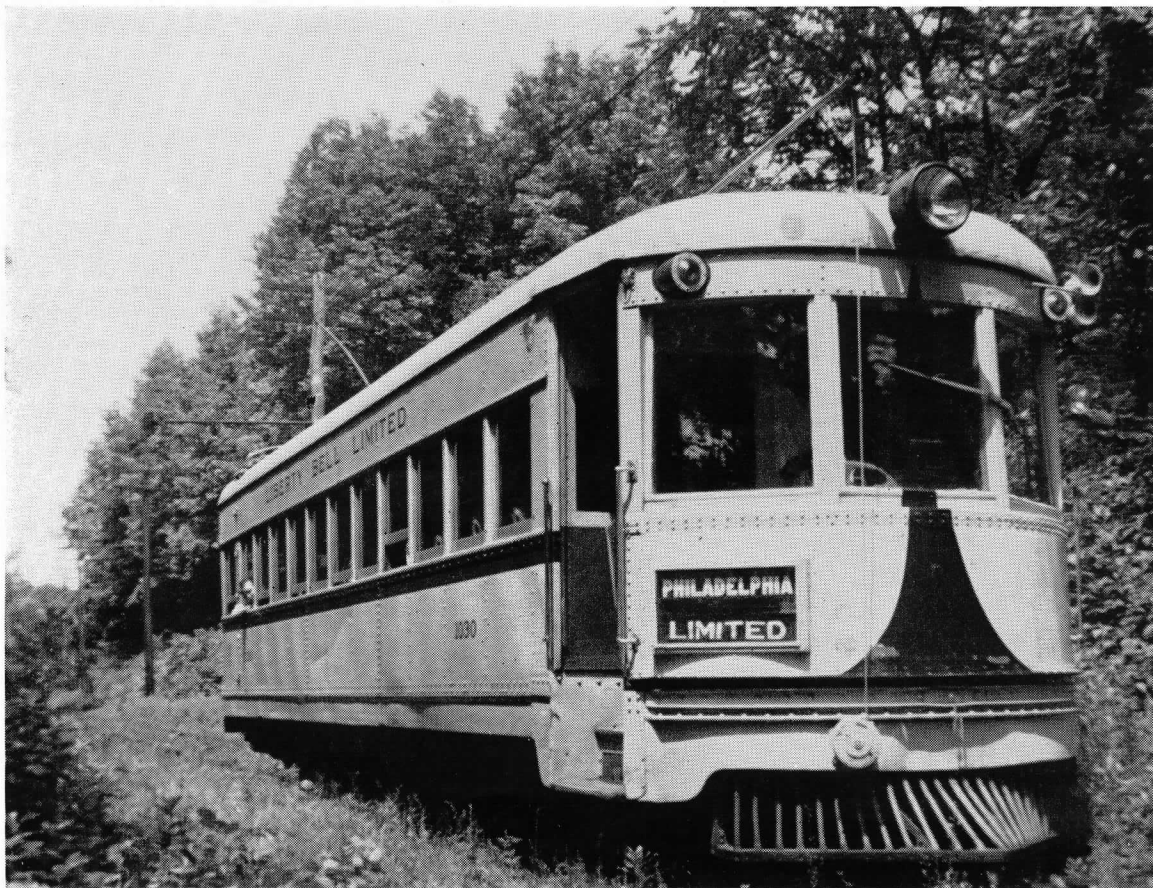

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.



**Seashore Electric
Railway**

ANNUAL REPORT 1951



FAMOUS HIGH-SPEED INTERURBAN CAR acquired by Seashore in 1951. In upper left car appears in original Indiana Railroad styling at Columbus, Indiana, during a fan trip in 1937. Below, as Lehigh Valley Transit No. 1030, it pauses at Perkaspie Park during last year of operation of "Liberty Bell Route."

**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

Chairman of the Board Alexander van C. Hamilton
President and General Manager Theodore Santarelli de Brasch
Vice-President Henry Bowen Brainerd
Secretary-Treasurer John E. Amlaw
Superintendent Arthur G. Duncan
General Counsel Leroy T. Snowdon

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

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

John Harvard Baker Lester Fravel Jr.
D. Thomas Bergen Robert Gillis
Richard Bolan Thomas Henley
Philippe Bonnet Hollis Hitchins
Robert Bornman Forest Horton
Patrick Butler Jr. David Kaye
Peter Butler Robert Kennerly
John Coughlin William R. Lamb
William Cleaves Dwight B. Minnich
Francis Cheney William Maine
James H. Crimmins Robert Morris
O. R. Cummings Philip Rulon
Frank C. Dodge Eliot Sterling
Charles Duncan Lester Stephenson Jr.
John Duncan Horace Wright
Augustus Fabens Ellis Walker

Editor: George Burdick
Publication: Roger Borrup

Information of Interest About the Society

MEMBERSHIP

ANY person interested in the Society's program 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. All of us look forward to our working vacation down Maine at "Seashore," be it for a weekend or a month.

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 a member's credit. Shares of Contribution are deductible on 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 educational institution recognized as such by the federal government.

AIM AND PURPOSE

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.

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.

Members are present every weekend except during mid-winter and they will be pleased to show visitors around and answer questions. If you cannot schedule your visit for Saturday or Sunday, please notify Secretary-Treasurer a few days in advance so that arrangements may be completed to have the property opened for your inspection.

ROLLING STOCK AS OF DECEMBER 1951

PASSENGER CARS

NO.	TYPE	BUILDER	YEAR	TRUCKS	MOTORS	CONTROL	FORMER OWNERS
31	12-Bench Open	Brill	1900	Brill 22-E	2-GE-200	K-36	Biddeford & Saco R.R.
38	Interurban Pass.	Laconia	1907	Laconia 5B	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. Lightweight	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 Lightweight	Bradley	1927	Brill 177-E1X	4-GE265	K-35KK-LB	E. Mass.; B. E. Ry.; M.T.A.
1030	Hi-Speed Interurban	ACF	1931	Cincinnati ABC 74D	4-WH539A1	HL	Indiana Ry.; Lehigh Valley Tran.

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	1897	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	Bos. El. 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.



CREW LAYING TRACK into new shop which is seen under construction in the background. Cars 100 and 108 appear at right.

The General Manager's Report for 1951

RESULTS of last year's work program should prove most gratifying to all our members and shareholders alike. The past year represents a transition period from our pioneering days to the realization of the permanent facilities that we have needed so badly. The emphasis in 1951 has definitely been on the building program.

THE CAR SHOP

EARLY in the year we purchased some 2,000 sq. ft of Transite for the shop roof. By June the funds on hand or pledged were enough for us to give the contractor the "Go-Ahead" signal. Three of Mr. Sawyer's carpenters, aided by two Seashore members on vacation, framed the 40-ft. section of the shop. In August the 2' x 8' Transite sheets were trucked to Maine by our neighbor, Roscoe Tarbox. With his help later on the same month, two pairs of carhouse doors and three 5' x 6' steel sash were brought up from the MTA's Eagle Street carhouse, then being dismantled.

By October, a substantial donation enabled us to purchase the fasteners, sealing compound, etc., and to fix a date for the return of Mr. Sawyer's men to complete the roof. With its completion, work on the building itself came to an end for the year because of lack of funds for purchase of the siding material.

POWER STATION

ALTHOUGH original plans had called for only one permanent wall of the power station with a temporary roof and adjacent sides, it was later deemed advisable to carry on the permanent work to a further degree even though it meant postponing the availability of power for an additional six months.

A 13' x 19' concrete foundation was poured and the construction

of the concrete block walls was started in August. The work progressed very slowly at first until a certain amount of skill was developed. Two steel sash and a pair of garage doors were installed. The masonry walls form a "U" shape, with the open end spanned by a 19-ft. "I" beam resting on a pair of reinforced concrete columns with two smaller beams set so as to subdivide the roof into three sections.

TRACK CONSTRUCTION

TRACKWORK in the Spring consisted for the most part of completing a crossover at the northern end of the yard and adding onto it a car-length of siding.

The major part of the track program started in the fall on the lower yard. Some 250 ft. of track was completed, including two railroad type switches, one a left-hand branching off the main line, and the other a right-hand switch to provide two entrance tracks for the shop building. With addition of two guard rails and a switch-throw mechanism, it will be possible to move the first car into the building early in the Spring.

Much time was saved in cutting off rails, installing fish plates and making up of compromise joints by the use of an acetylene torch. Fifteen loads of fill and ballast were provided for the trackwork by a dump truck owned by a member. The truck, though not placed in service until November, hauled 130 ties, three "I" beams, miscellaneous rail parts, reinforcing rod, and a load of crushed stone. Miscellaneous hauling, including that of the heavy radiators for the power plant, was performed by other members during the year.



POWER STATION—Photo taken in Fall of 1951. Future expansion as required will be to the right. Main engine, under tarpaulin, has been cleaned and painted in readiness for car operation in 1952.

The General Manager's Report for 1951

(Continued from inside page)

ROLLING STOCK ADDITIONS

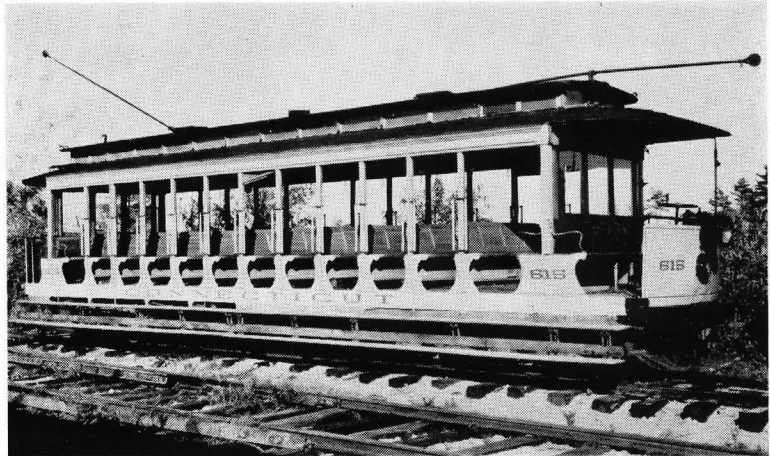
ONE of the highlights of the year was the addition to our roster of one of the finest inter-urban cars ever built—No. 1030, ex-No. 55, famed parlor car of the Indiana Railroad and later club car of the Lehigh Valley Transit's "Liberty Bell Route." The car is of all-aluminum construction, powered by four 100-horsepower motors, geared for fast acceleration to speeds of over 80 miles per hour. The car body is completely insulated, contains a lavatory, wash basin and water cooler and will be refitted with lounge furniture obtained from other LVT cars.

REPAIRS TO ROLLING STOCK

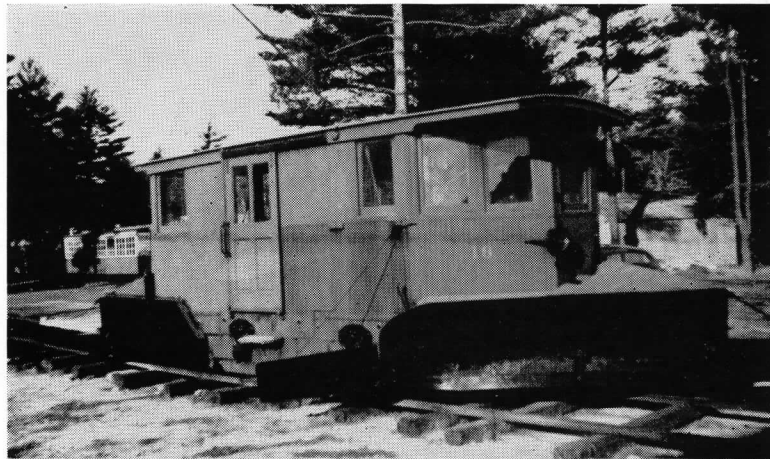
NEARLY a week was required by two of our directors to reglaze most of the ventilator windows of open car No. 615, which had been broken while the car was enroute to Maine. A few more days were required to prepare the side sill for painting. After it was completed, the car was relettered, making it one of our finest in appearance. A set of doors from Birney car No. 82, previously removed for rebuilding, were completed and replaced on the car.

Car painting included 8 car roofs, partial repainting of Nos. 82 and 60, and the beginning of a complete new paint job on No. 52, former baggage-locomotive of the Aroostook Valley Railroad.

In addition, several hundred man-hours were spent on road repairs, pole work, maintenance of fire barrels and clearing of brush.



OPEN CAR NO. 615 shown on Seashore main line. Lettering by Arthur Duncan and Hugh Wentworth.



WASON PLOW NO. 16 will be moved to Kennebunkport from storage at Edaville Railroad, South Carver, Mass., where it is shown here.

Program for 1952

1. Complete sides, doors and pit track of 40-ft. repair shop.
2. Finish first unit of power station and place it in operation.
3. Construct additional storage track and unloading facilities.
4. Conduct moving operations to consolidate rolling stock in Maine.
5. Set poles and erect wire over recently-built track.
6. Lay out and start construction of permanent living quarters.

MAP OF THE SEASHORE ELECTRIC RAILWAY'S TRACKAGE AT KENNEBUNKPORT

Property extends an additional
1,700 feet to the north.

