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 Perkasie Park during last year of operation of “Liberty Bell Route.”
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 “Sea- hunt” 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 development of interurban lines, with the view of extending the preservation efforts to vehicles and accessories. By 1951, the Society had obtained a variety of cars and equipment, allowing for a small but growing collection.

While most people who visit the property are actively engaged in its construction, non-members are welcome to visit our Kennebunkport property free of charge. Members must be ready to show their passes, and should make sure that they are not 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 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.
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 Tarbock. 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 "T" 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 track, 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 interurban 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, water basin and water cooler and will be refitted with lounge furniture obtained from other LVT cars.

REPAIRS TO ROLLING STOCK

Yearly a week was required by two of our directors to re-glaze 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 sills for painting. After it was completed, the car was relighted, 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 roof painting of Nos. 82 and 60, and the beginning of a complete new paint job on No. 82, former baggage-locator 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.