
NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

Seashore Electric Railway



Manchester, New Hampshire, parlor car as it originally appeared . . .

Annual Report

Year 1952

**NEW ENGLAND ELECTRIC
RAILWAY HISTORICAL
SOCIETY, INC.**

Owner of the
Seashore Electric Railway
Kennebunkport, Maine

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.

ANNUAL REPORT

Published by Roger Borrup
Edited by George Burdick

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GENERAL MANAGER'S REPORT

THE PAST YEAR, 1952, saw the realization of projects planned for many years. The consolidation of rolling stock at Kennebunkport was largely completed, a monumental task in rigging and transport. In no previous year was more track material brought in nor more yards of concrete mixed and poured.

MORE THAN 40 LOADS of gravel were put into the southern end of the main line and shop siding in the Spring of 1952. At the same time a 25-ft. culvert was emplaced near Biddeford Road to simplify rebuilding the unloading ramp. During the Summer the north end of the mainline roadbed was extended 200 feet by cut and fill with a bulldozer. This 3-ft. high fill across the first swamp has been topped with 12 loads of gravel hauled from Biddeford (10 miles) by Seashore members.

TRACKWORK on the property started in 1952 with the reconstruction of 60 ft. of track on the southern end of the main line. A new car unloading ramp was built at Biddeford Road in preparation for car moving.

The yard track system at the car shop is nearly complete. The installation of a switch stand and Boston Elevated Railway type guard rail and chairs permitted the first car to enter the shop early in the year.

At the northern end of the main line the 95-pound rail laid last year was permanently ballasted. Fine 90-pound rail, donated by the New England Electric System, was laid on the

new fill to complete the crossing of the swamp. An 85-pound No. 6 switch, donated by a member, is now being installed at the railhead.

PROGRESS has continued on the carshop to the point where some car overhaul work is already being done inside, in all but driving rain storms. New Transite for the greater part of both sides was purchased early last year, trucked from Pennsylvania by one of our members, and installed on the building along with two windows. Material for the completion of the sides has subsequently been purchased but not delivered as yet.

Two heavy "T" shaped concrete footings were poured to support the main door uprights on the front of the building, a 12 x 14-inch reinforced concrete corner column and a 12-inch wide flange "T" beam in the center. The construction this Spring of the concrete column on the other corner will complete both reinforcing of the building against side racking and the preparation for mounting of the doors. Now that both tracks have been completed inside the building, fill is being brought up to the top of the rails in preparation for a concrete floor.

PREPARATORY to moving No. 1030 by rail, it was necessary to have the trucks on the car exchanged with those on No. 1002 as the only practical means of replacing the car's own GE motors, sold to the

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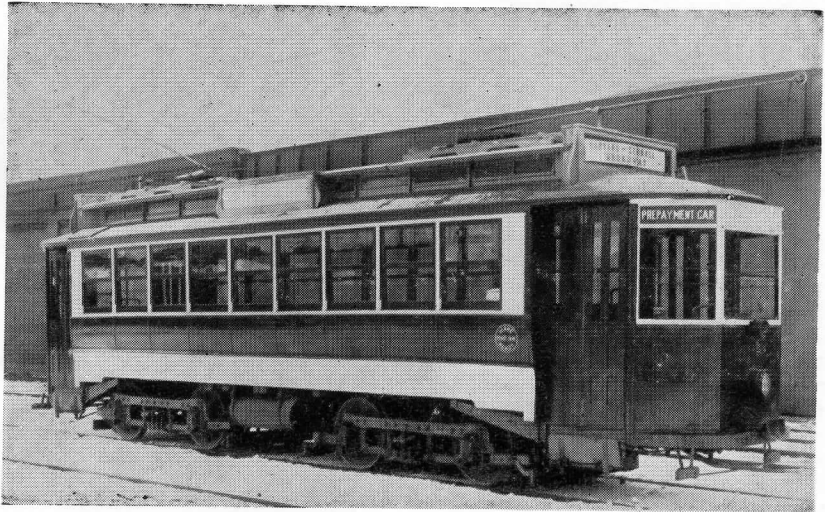
INFORMATION ABOUT THE SOCIETY

MEMBERSHIP

Any person interested in the Society's program is eligible to apply for membership through the Treasurer, New England Electric Railway Historical Society, 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 of which is 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 our membership dues are set low enough to enable everyone to join, all improvement is financed by our 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.



NEW TO SEASHORE IN 1952—Car No. 475 of the Boston Elevated Railway, built by Newburyport in 1904.

AIMS 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 interurban 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, when members are present.

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 Kenne-

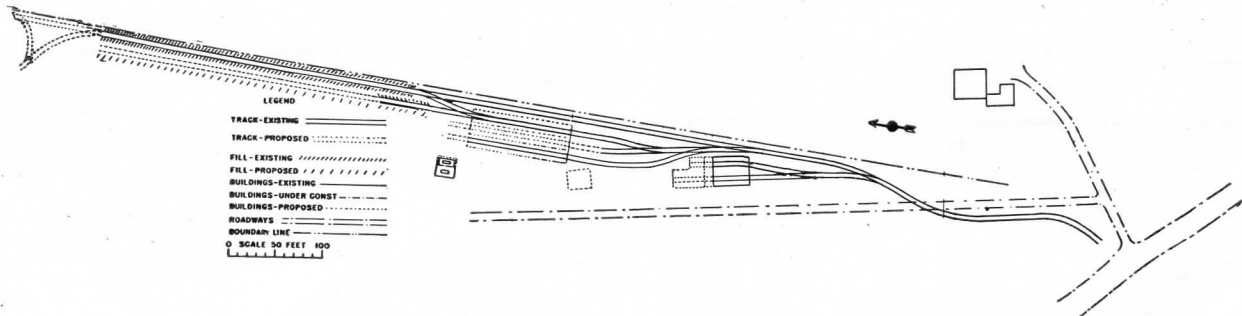
bunk, a mile and a half east of U. S. Route 1, on Biddeford Road.

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.

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:

Donald Allison	Robert Gillis
J. Harvard Baker	Thomas Henley
Frank Bequaert	George W. Jones
Tom N. Billings	David Kaye
Richard Bolan	Robert Kennerly
Malcolm Bustin	William Maine
William Cleaves	Robert Morris
Francis Cheney	Philip Rulon
John Coughlin	Horace Wright
Charles Duncan	Edmund Walsh
John Duncan	Ellis Walker

MAP OF SEASHORE ELECTRIC RAILWAY — 1952

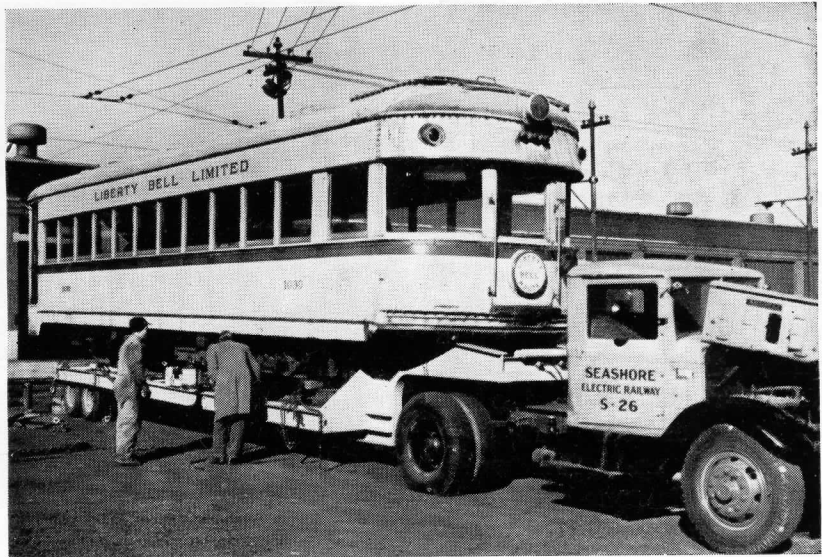


ROLLING STOCK ADDITIONS—1952

1059—Single truck 20-ft. Box Car built by Barney & Smith in 1895 for the West End Street Ry., equipped with West End Portable Vestibules in 1903 by the Boston Elevated Railway. Retired from passenger service in 1916, it was fitted up as a traveling workshop for fare box repairs. In 1936 it was once again converted with little damage to its interior finish, into a rail grinding car, and we have purchased it in this form from MTA.

475—Double truck 26-ft., 6-in. Box Car built by Newburyport in 1904. One of 45 of the first surface cars purchased by Boston Elevated Railway, these cars were not numbered consecutively but ranged from No. 23 to No. 1394, filling in missing numbers of the cars taken over from the West End Street Railway. Many of these cars were converted, No. 475 among them, to one-man operation in 1921. When the series was retired, No. 475 became at Test Car used for calibration of Line Breakers on operating cars. Its exterior will require only repainting to restore it to passenger car appearance, while the interior will require merely the restoration of side seats.

City of Manchester—Former single truck parlor car of the Manchester (New Hampshire) Street Railway, this car is similar in design to the



HIGH SPEED INTERURBAN No. 1030 being readied for final leg of journey to Kennebunkport.

famous "California" cars of the West Coast, with its center closed compartment and open ends. Purchased in rather poor condition minus all of its equipment, its restoration presents a real challenge to our Shop Department. Already all equipment except a pair of motors, including a Brill 21E truck, are purchased for it. Numerous favorable comments on the little car lead us to believe that it will be well worth restoring.

Plans for 1953

1. Extensive car maintenance.
2. Operation of Sterling engine.
3. Construction of overhead wire over new track.
4. Complete car shop.
5. Construct car storage track next to main line across swamp.
6. Construct new living quarters building.

ROSTER OF EQUIPMENT - 1952

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	American Car Co.	1920	Brill 78-M		K-10	Denver & So. Platte; York Utilities
82	Birney Safety	American Car Co.	1920	Brill 78-M	2-GE258	K-10	Denver & So. Platte; York Utilities
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	East Taunton St. Ry.; York Utilities
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	Railroad 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	Eastern Mass.; Boston El. Ry.; MTA
1030	Hi-speed interurban	American Car Foun.	1931	Cincinnati ABC 74D	4-WH539A1	HL	Indiana R. R.; Lehigh Valley Transit
City of Manchester	Parlor car	Brill	1900	Brill 21-E			Manchester St. Ry.
475	26-ft. box	Newburyport	1903	Taylor LB	2-GE86	K 2	West End St. Ry.; Boston El.; MTA

WORK CARS

615	Birney (office)	Wason	1919	Bradley	2-GE506	K-63	Portland R. R.; Biddeford & Saco
S-71	Line car	Bay State St. Ry.	1915	Peckham	2-GE67	K-10, K-12	Eastern Mass. St. Ry.
038	Motor flat	Worcester 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.
8	Box trailer						Mousam River R. R.; A.S.L.; Y.U. Co.
34	Railway Post Office	Fiegel	1873	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. RR
100	Locomotive	Laconia	1906	ALCO	4-GE80	K-35	Atlantic Shore; Y.U. Co.; S.&E. R.R.
2016	Derrick car	Boston Elevated Ry.	1912	Standard O-50	4-WH101B	K-28	Boston Elevated Ry.; MTA
1059	20-ft box, grinder	Barney & Smith	1895	West End	2-GE86	K-10	West End St. Ry.; Boston El.; MTA

ADDITIONAL WORK EQUIPMENT: No. T-116, 4-wheel flat 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.

GENERAL MANAGER'S REPORT (Continued)

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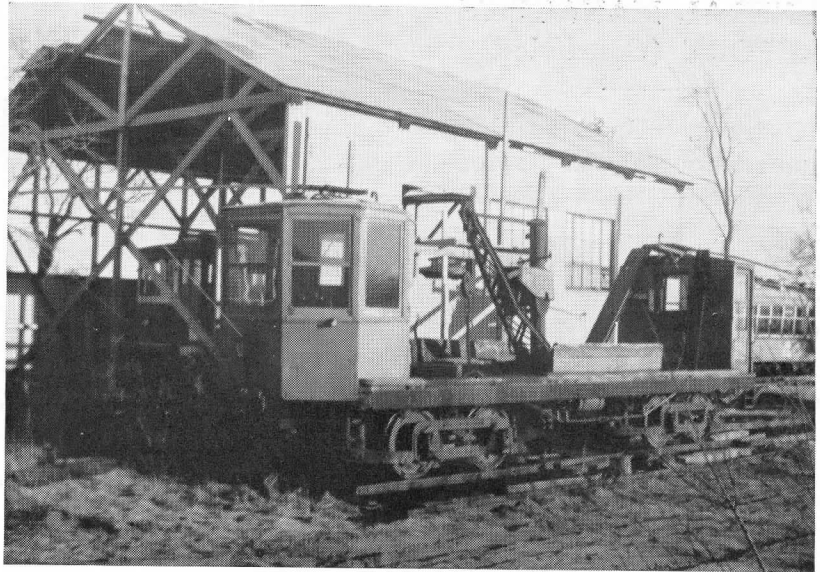
Philadelphia & Western, with equivalent Westinghouse motors. In addition it was necessary to retain the especially adapted truck bolsters so they, too, had to be changed. Through the co-operation of the Lehigh Valley Transit this was done at Fairview Shops at very reasonable cost.

On Monday, January 28th, a group of members arrived in Allentown to start construction of the rail ramp leading up to the flat car; by Wednesday No. 1030 was rolled up onto the flat and by Saturday blocked and fastened down to the satisfaction of railroad inspectors, a feat that would not have been possible without the fullest co-operation from the Lehigh Valley Transit and many of the Allentown railfans.

Although the flat car didn't leave Allentown until February 8th, it took but four days for the car to reach the Everett Shops of the Metropolitan Transit Authority, routed to Wilkes-Barre via the Lehigh Valley Railroad, to Albany via the Delaware & Hudson, and to Everett, Mass., via Boston & Albany R. R. Barely clearing the roof of the transfer table, the flat car with No. 1030 on it was shifted to the shop track under the overhead car hoist.

Here again clearance was close, permitting the car to be raised but a few inches so that the flat car could be drawn out from under it. Lowered onto the rails, No. 1030 was placed in storage in the yard for us until time for the remainder of its trip to Maine by highway.

WHAT HAS PROVEN to be



DERRICK CAR NO. 2016 at carshop, Kennebunkport, 1952.

one of our biggest projects ever undertaken has been the past year's car moving project, principally the work of two present-day officers of the society, Patrick J. Butler Jr. and Eliot Sterling. The project began with the renting of a garage last Spring to provide a place for rebuilding the stake body GMC with winch, etc., for moving and loading of cars, and the general overhaul of S-26 Autocar tractor, including repainting and relettering, a brake job, motor tune-up, repairs to the radiator and gas tanks.

By the last week in June all was in readiness. A 25-ft. low bed trailer was rented. This proved adequate in length not only for cars Nos. 16 and 34 from South Carver, but even for No. 4400 loaded in Cambridge. These cars were delivered by the 4th of July and the rig had proceeded to Branford, Connecticut, to load the first of the two opens in storage on Branford Electric Railway Association property for several years.

The spacing of the trucks on the open cars was enough greater than the length of the trailer then in use to require the shifting of the trucks under each car to permit the entire car to be carried on the trailer. Because a longer trailer, previously promised, was still not available, it was necessary to load and transport both cars in this fashion, with a lengthy job at either end to dismantle and reassemble the cars. The summer heat was reaching as much as 100 degrees by August and it was decided to postpone moving the last car scheduled until the longer trailer was available.

By Fall it became necessary to move the "City of Manchester." This rather small car was moved by an entirely different method. The rig formerly used to move all car bodies in Manchester at the demise of street railway service there was resurrected. It consisted of a rebuilt 155-mm. gun caisson set at a point just beyond the center of the car body which was then balanced and towed by Butler's

GENERAL MANAGER'S REPORT (Concluded)

GMC truck. Upon reaching Kennebunkport it was immediately placed on a Bradley Birney car truck.

By December the extra-length trailer from Milford, Connecticut, was available for the last and biggest moving operation of the year, that of moving the ex-Indiana hi-speed over the highway. No. 1030 was wye'd, raised up by the car body hoist again and the trailer backed under it. With the complete car lowered, little time was lost in blocking and chaining the car to the trailer. This time the operation was assisted by Lester H. Stephenson Jr. A combination of very cold weather, mechanical failures on the tractor, and time-consuming blowouts on the trailer didn't prevent the car from arriving without a scratch on our rails in Kennebunkport, some 10 months from the time it had left Allentown.

We wish to express our most sincere thanks to the Metropolitan Transit Authority, the Edaville Railroad and to the Branford Electric Railway Association for the co-operation given us in storing the cars until such time as they could be moved.

BELIEVING that the recently-abandoned "Liberty Bell Route" was one of the nation's finest interurban electric railway lines, we have devoted much time, money and energy towards the procurement of various items that were characteristic of the colorful line and at the same time will be useful to our railway. Included are a pair of relay base General Rail-

way Signal Semaphores, brackets, messenger and trolley for a sample section of single catenary, one of the old telephone houses, and a Nachod Grade Crossing Signal.

We are particularly grateful to Luria Bros. of Philadelphia and to the Pennsylvania Power and Light for their assistance to us in this project, and to our friends in Allentown who helped dismantle and load this equipment.

At the same time we wish to express our thanks to the Piedmont and Northern Railway for the gift of an excellent pantagraph. Future plans in overhead wire construction will call for the building of at least one section in grooved wire to accommodate pantagraph as well as trolley.

Last but not least is the purchase of the Mt. Uncanoonuc Incline Railway's substation, consisting of a pair of 50-HP 600-volt DC Generators driven by 2200-volt AC Induction Motors, plus all associated equipment and the portable metal building. We are indebted to Mr. H. A. Laxson, former owner and builder of this railway, and present member of our own organization, for making this equipment available to us.

PRINCIPAL REPAIRS to the rolling stock in 1952 included restoring the rebuilt truck kingpost to car No. 31 along with the retaining castings that were removed for brazing, and the changing and adapting of center bearing plates to motor flat car No. 2016 in preparation for installing trucks. Painting work for the most was concentrated on cars moved in from outside storage or still stored away from Kennebunkport. In-

cluded are the snow plow, ex-Connecticut opens Nos. 838 and 1468 as well as cars Nos. 52 and 70 at Billerica. Coach seats were removed from the rear section of interurban No. 1030 and replaced with furniture salvaged from the former Cincinnati and Lake Erie cars. Rear trolley and trolley plank have been restored, rust spots retouched and much of the top of the roof repainted in silver gray.

RENEWED EFFORT last Fall was successful in getting the power station completely enclosed so that work would be able to continue on through the Winter. A rugged 4-in. reinforced concrete roof slab was formed and poured in two weekends during October. Designed for supporting the weight of the engine radiation system, it is also in keeping with the fireproof construction of the walls. Form lumber was salvaged from this work for the construction of a lean-to, both to provide for mounting of the necessary electrical equipment and to serve as living quarters for the power station crew.

The concrete section of the building is now equipped with a complete AC lighting and an auxiliary wiring system entirely enclosed in EMT (conduit). Work is now in progress assembling heavy duty conduit for the battery and trolley line voltage leads so that they will be in place before the concrete floor is poured early in the Spring. An excellent oil heater provided by one of our members is heating the station adequately. A much-needed gas-electric car storage battery has been procured through the assistance of the New Haven Railroad.