

New England Electric Railway Historical Society, Inc.

SEASHORE ELECTRIC RAILWAY



Annual Report 1953

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

Owner of the

SEASHORE ELECTRIC RAILWAY

Kennebunkport, Maine

Founded 1939

Incorporated 1941

GENERAL OFFICES

20 Spring Hill Terrace

Somerville, 43, Mass.

1953 Annual Report

Theodore F. Santarelli de Brasch	President
Henry Bowen Brainerd	Vice-President
John E. Amlaw	Secretary-Treasurer

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Theodore F. Santarelli de Brasch	Lester H. Stephenson, Sr.
Daniel M. Twomey	Hugh C. Wentworth

INFORMATION ABOUT THE SOCIETY

The New England Electric Railway Historical Society is a non-profit educational foundation incorporated under the laws of the State of Maine for the purpose of creating an historical electric railway representative of the various builders, periods, and systems. It is the world's oldest and largest organization devoted exclusively to the preservation of railway equipment. Its roster now includes 30 cars from 9 states — passenger cars from city, suburban, and interurban lines, plus work equipment to build and maintain a small line.

Any person interested in the Society's program is eligible to apply for membership to 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 maintenance and office work, all of which is done by members on a voluntary basis. New members are welcome to participate in much of this interesting activity. 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.

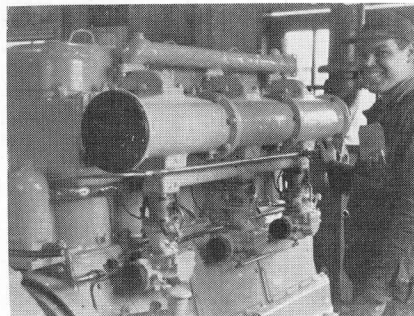
Since the dues are low enough so that no one need be excluded for financial reasons, all capital improvements and new cars are financed by donations and contributions. Members receive one share of contribution for every ten dollars contributed. Each share carries the right to one vote at the annual meeting, where the policies of the Society are made. Money or fair value of goods contributed or donated to the Society for any purpose are properly deductible on the federal income tax, under the pro-

visions of section 101 (6), Internal Revenue Code.

While most persons who visit the property are actively engaged in construction work, non-members are welcome to visit our Kennebunkport premises free of charge, at their own risk, when members are present.

Since construction is in progress, visitors must use caution when walking about. Members should be ready to show their passes and make their presence known to members of the Clough family if they are the first to arrive. 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 the Secretary-Treasurer a few days in advance so arrangements may be completed to have the property opened for your inspection.



T. N. Billings

POWER PLANT. Inside and outside views of facility that will run cars at Seashore in 1954.

GENERAL MANAGER'S REPORT

At the end of 1953, your railroad can look back on the most progressive and satisfying year in its history, culminated by the fulfillment of a 14-year old dream, when, on December 27th, the first car moved under power supplied from our own generating plant. The powerhouse building had been completed late in 1952, and it was hoped to have the Sterling engine in operation by this summer, but tests made in the spring revealed that the bearings were in very bad condition. With a minimum of delay, the power plant crew disassembled the entire engine and trucked it to Boston for rebuilding. By this fall, the long task of reassembly, wiring, and plumbing of the plant could begin. Every effort has been made to do this job thoroughly and correctly, with the result that our power station compares favorably with the finest commercial installations. With the coming of warm weather, more extended operation will be possible.

By vote of the directors, no cars will be operated for the transportation of passengers for at least two years, and in no case until the operation is adequately safe and reliable. How long this will take depends entirely upon the amount of physical and financial support we can obtain for the big job of placing cars and roadway in suitable condition. While operation will indeed bring new rewards, it also brings increased responsibility, expense, and the need for hard work.

CARSHOP

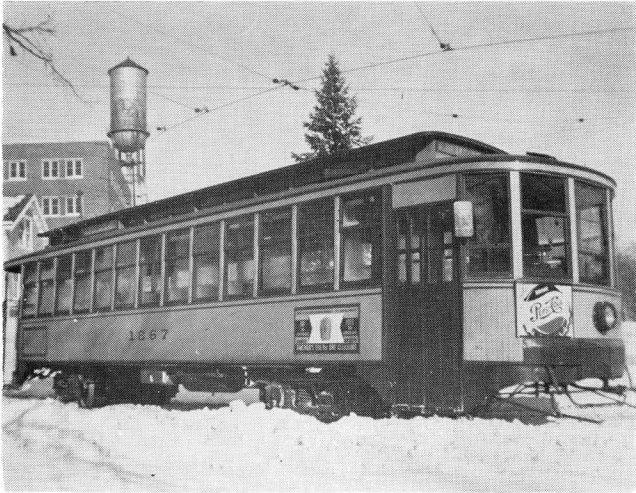
The large carshop is nearly complete. Early in the year, the remaining window was installed in the west



W. R. Lamb

COVER PHOTO — Fred A. Ossanna, President of Twin City Rapid Transit Co., presents Car 1267 to Seashore's D. Thomas Bergen at Snelling Shops, St. Paul, Minn., June 3, 1953. B. M. Larrick, TCRT General Manager, looks on. (Twin City Lines Photo)

Odyssey of a Streetcar - The Travels of 1267



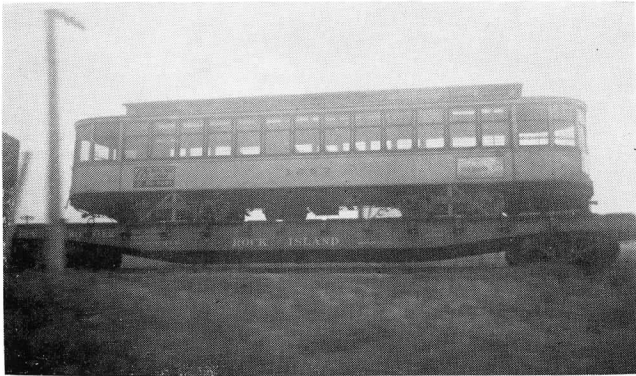
J. W. Shannon

IN SERVICE. During the first half of 1953, 1267 ran on the Inter-campus Line of former owner Twin City Rapid Transit Co. The car is here seen at The University of Minnesota Agricultural Campus in St. Paul.



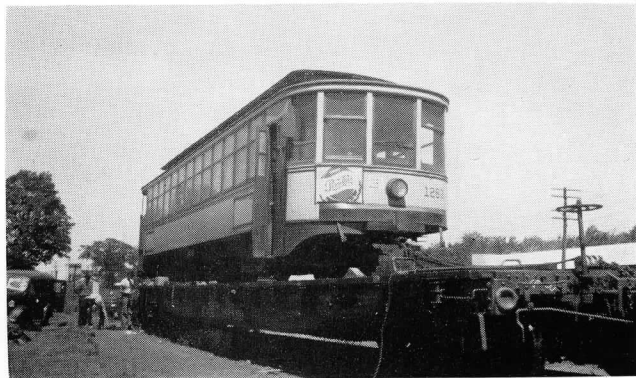
Twin City Lines

LAST RIDE. Following the presentation ceremony (see cover), Messrs. Ossanna and Bergen climb aboard as the car is driven onto the flatcar by TCRT Motorman and Seashore Member Edwin H. Nelson.



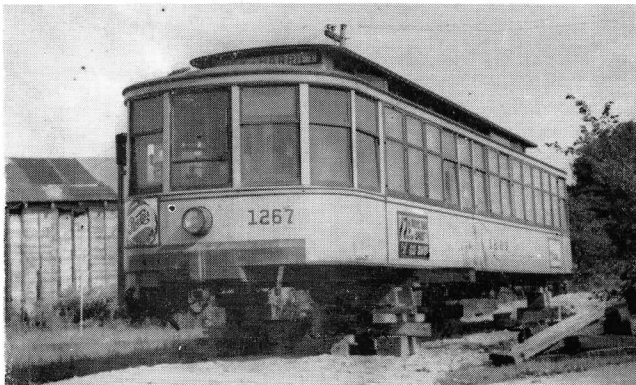
D. T. Bergen

ON THE ROCK ISLAND LINE. Photographed at speed south of Albert Lea, Minn., June 15, 1953.



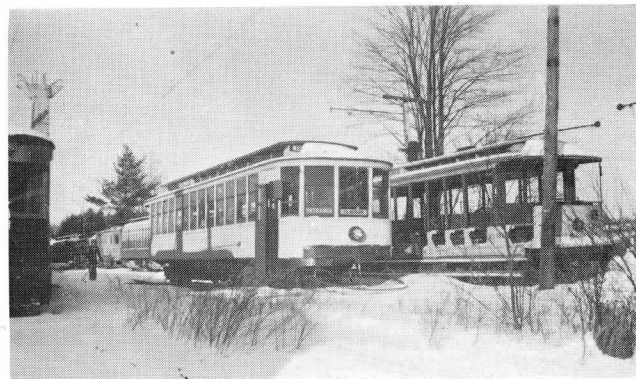
T. F. Santarelli de B.

UNLOADING. Seashore Crew prepares to remove the trolley from the flatcar on which it came 1500 miles. Scene is at Kennebunk Station, June 27, 1953.



O. R. Cummings

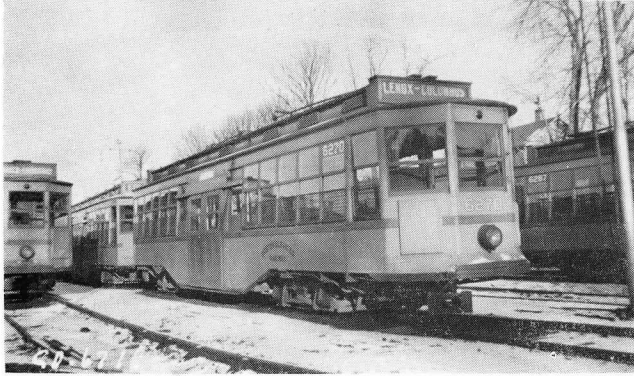
HOME AT LAST. Body of 1267 awaits its trucks at the entrance to Seashore property. Structure in rear is the garage, shown in the condition in which it was acquired.



T. F. Santarelli de B.

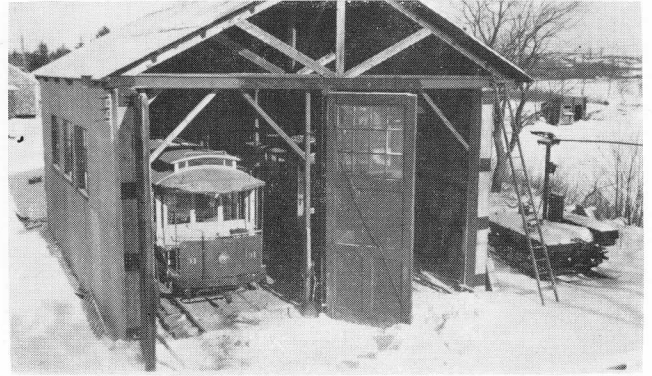
MAINE'S ONLY OPERATING STREETCAR. Unsuccessful efforts to operate some of our other cars indicate that a lot of work must be done before 1267 has to share this distinction. Note cable used to feed power in absence of overhead.

The New Look at Seashore - Progress in 1953



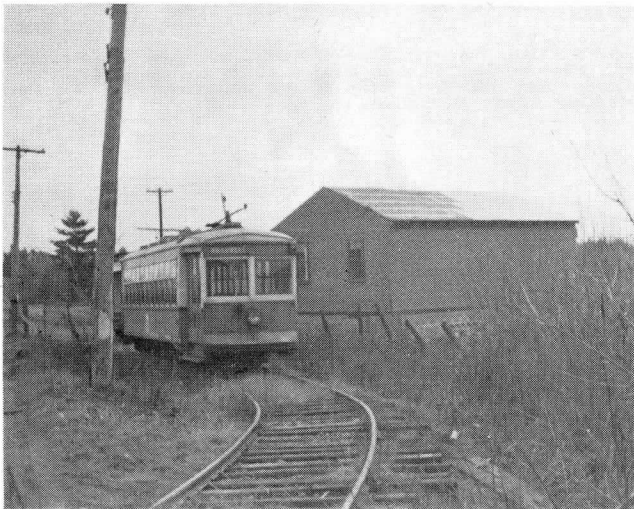
C. A. Duncan

NEW TO SEASHORE IN 1953. MTA Center Entrance Car 6270 will be brought to the property in 1954.



T. F. Santarelli de B.

CARSHOP. After 14 years of outdoor storage, Car 31 is now protected from the elements in this structure, which should be fully completed early in 1954.



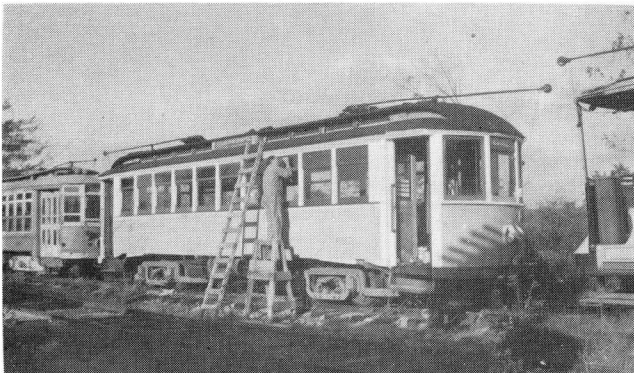
T. N. Billings

GARAGE. When you have finished looking at Car 4400 at the crossing, compare the building in the background with the picture of the same structure on the page preceding.



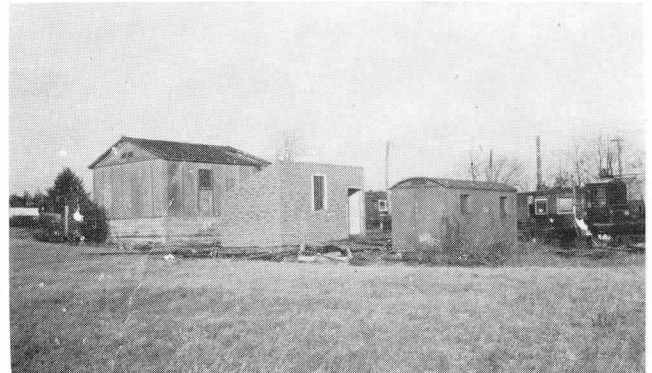
T. N. Billings

COMPLETED IN 1953. Greater participation in Seashore activities has brought a need for better quarters. This new bunkhouse will make living on the property pleasanter the year around.



T. F. Santarelli de B.

FACELIFTING. Connecticut Co. Car 1160 during repainting that has made it one of the best looking on the property. Roll sign was gift of the New Orleans Public Service Co.



T. F. Santarelli de B.

COMPLETED IN 1953. New storage buildings include Uncanoonuc generator house, tool shed, and paint car.

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R. Lamb
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side, and then transite was placed on the east side and back during the summer and fall. One set of doors was placed in the rear, so a car could be pushed through if necessary. Later in the fall, the second front column was poured, three front doors hung, and electric light wiring completed. Cars 31 and 34 are already inside, and there remains only the installation of the two east windows, the remaining front door, and the front gable covering. This building will make possible for the first time complete car overhauling, and car work in all weather.

The old Clough garage was purchased for an automotive and small parts shop. It has been completely rebuilt with a cement floor and a concrete block foundation to give sufficient headroom so tower truck S-117 can be driven inside. Our growing fleet of motor vehicles, recently augmented by addition of a heavy duty Massey-Harris industrial tractor, and a necessity to modern railroad operation, will be serviced there. Painting and repair of sash, fenders, controllers, etc. can now be conducted in this building without taking space in the big shop.

OTHER CONSTRUCTION

Haphazard storage of supplies at Seashore has long been a cause of waste and annoyance, as well as a serious ground safety hazard. We have accordingly established orderly storage areas for non-perishable supplies, and have undertaken to provide covered storage for valuable parts. Many previously unattractive areas have been cleaned out and filled in, and we plan to continue the program until the entire property has a well-kept aspect. The metal building obtained with the Uncano-

nuc Mountain generator set has been set up on a concrete foundation. Despite damage inflicted by a severe windstorm that struck when the building was only partly erected, the structure has been successfully repaired and closed in. As soon as shelving is installed, it will be used to store all articles now in the cars, with the objective of having every car clean.

An old chicken coop was acquired and rebuilt into a weather tight and roomy shed for storage of all tools. The paint stock car body obtained with the Brill 21E truck purchased for the City of Manchester is now on the property with new shelving completed. All paints and painting supplies are now stored there to eliminate the previous fire hazard and waste. Along with the chicken coop, we also acquired the large barn from the property adjoining on the west. This will be moved to our land this winter, and can provide covered storage for three cars. Our ultimate aim is to have every car under cover, for only in this way can we hope to preserve our equipment indefinitely. The bunkhouse was finished to the extent of minimum necessity for habitation, and interior partitions will be completed early in 1954.

Trackwork this year consisted in construction of the secondary storage track most of the way across the swamp, completion of the carshop entrance track and the unloading track beside the garage, and placing of the B&M switch at the far end of the main line, plus realignment and regauging of bad spots.

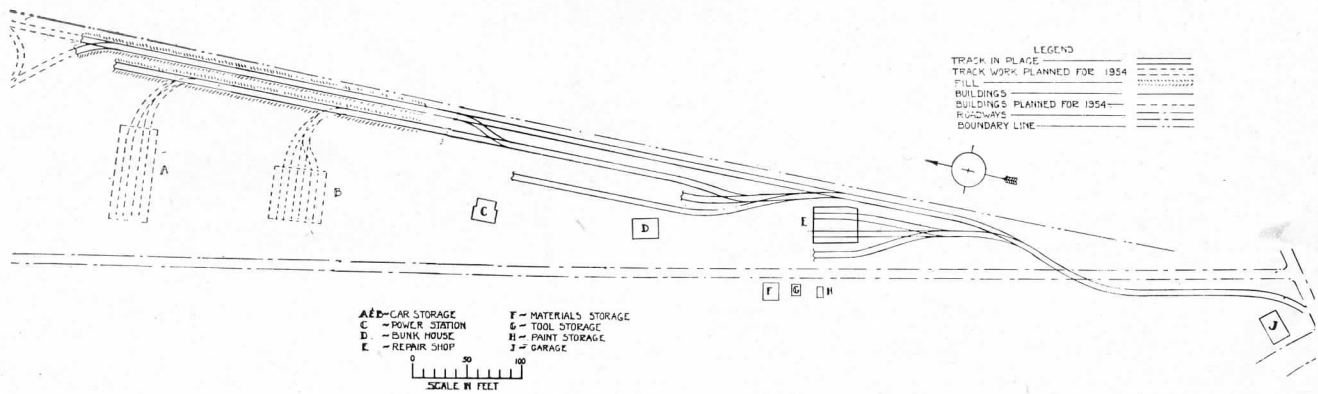
ROLLING STOCK ADDITIONS

Two new cars were added this year. The first was MTA 6270, last

of Boston's unique center entrance cars. This car is still stored at the Everett, Mass. shops, but we hope to bring it to Maine soon. The second car procured this year was Twin City Lines 1267, one of the famous Minneapolis gate cars. It came as a gift from Fred A. Ossanna, president of the Twin City Rapid Transit Co. The car had been in daily service since its completion in 1907 until June 7, 1953, the day before it was formally presented and loaded on a flatcar at Snelling Shops in St. Paul, Minn. It came via the Rock Island, New York Central, and Boston and Maine railroads, and was unloaded at Kennebunk Station on June 27. A few weeks later, the body and trucks were moved separately to Seashore and there reassembled. Since 1267 was the most recently operated of any on our property, and in the best condition, it was used for the first test run, and is thus the first car to run in Maine since 1947. While the two Denver Birneys still hold the distinction of having come originally from farthest away, this is the longest car movement ever attempted by Seashore. It was expensive, but we feel it was worth it, as this is one of the finest cars in any collection.

Late in the year, we were offered, free on the ground in Dallas, Texas, a car from the last fleet of Stone and Webster Standards in existence, now being scrapped. Although 1267 received a great deal of vocal enthusiasm, the cash receipts fell far short of expectations, and the individuals who guaranteed the costs are left to pay a huge bill. The Dallas car would be a splendid addition to our collection, but it may have to be let go unless some really solid support develops. The only other

MAP OF SEASHORE ELECTRIC RAILWAY - 1953



moving done this year was of the paint car, the truck and body of which were moved separately by two trucks from Eliot Square, Cambridge, to Kennebunkport. In addition to 6270, cars 475 and 1059 are still at the MTA, and 70 and 52 are at Billerica, leaving five cars yet to be brought in.

ROLLING STOCK REPAIRS

The first car in the repair shop was mail car 34. It has been repainted on both ends, prepared on the sides, and extensive repairs have been made to the roof. When the canvas has been put on the roof and the sides finished, it will be in like new condition. Cars 88, 100, 1160, and 2016 have been completely repainted, and roofs were painted on cars 38, 108, 838, and 4400 at Seashore, as well as on 52 and 70 at Billerica. A repaint was begun on 1267 and will be completed in the spring.

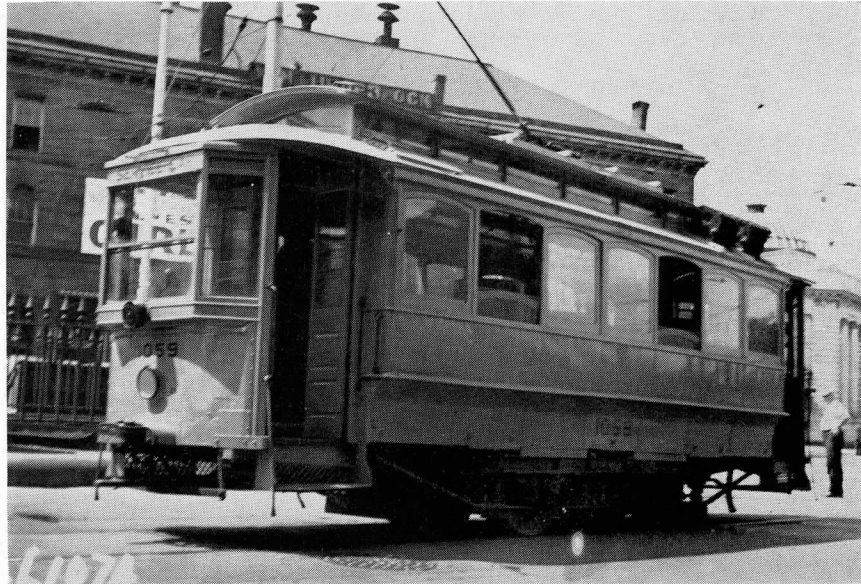
PROGRAM FOR 1954

Our plans for next year include track and overhead construction, with the objective of making the entire length of the main line ready for operation, now that we have power. Additional storage track must also be built to make use of new structures and to provide space for the cars not yet on the property. If funds for wire and rail are available, we may even be able to extend

the main line further. A set of operating rules and plans for operator training are being drawn up, for, while we wish to assure those who have contributed to the building of Seashore an opportunity to operate the cars, we are equally determined not to let irresponsibility and carelessness lead to the loss of what we have worked so long and hard to build.

We hope also in 1954 to have all

materiel out of cars and random storage and arranged in an orderly fashion. Moving of the barn and total completion of the shop, plus interior refinements to the garage, storage buildings, and bunkhouse should be completed early in the year. By the end of 1954, the remaining cars should be on the property, and the first of a series of four car storage sheds should be well underway if not completed.



C. A. Duncan

COMING, In 1954. West End Street Railway Car 1059 was purchased from the Metropolitan Transit Authority in 1952, and is still stored there.

ROSTER OF EQUIPMENT - 1953

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.	1919	Brill 78-M		K-10	Denver & So. Platte; York Utilities
82	Birney Safety	American Car Co.	1919	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, 189D	Indiana R. R.; Lehigh Valley Transit
City of							
Manchester	Parlor car	Briggs	1895	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
6270	M-U Surface-Subway	Kuhlman	1918	Brill 77E	4-GE247	ABPC, 32A	Boston Elevated Ry.; MTA
1267	Wire Gate Convertible	Transit Supply	1907	TCL 9 Roller Brg.	4-GE203	K43F2	Twin City Rapid Transit Co.

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		1893	Portland			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. R.R.
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. 6, hand car; No. S-32, Massey-Harris Tractor, No. S-117, Model AA Ford line truck.