

Seashore Electric Railway

New England Electric Railway Historical Society, Inc.

ANNUAL
REPORT

1954



1954 Annual Report

Seashore Electric Railway

Kennebunkport, Maine

Owned and Operated by the
New England Electric Railway Historical Society, Inc.
A Non-profit Educational Foundation

Founded 1939

Incorporated in Maine 1941

GENERAL OFFICES

21 Carver Road

Newton Highlands 61, Mass.

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

BOARD OF DIRECTORS

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Edward J. Barry	Lt. Donald T. Bergen
George M. Blake	Henry Bowen Brainerd
Arthur G. Duncan	Walter F. Goddard
William R. Lamb	Joseph E. McLaughlin
Dwight B. Minnich	Theodore F. Santarelli de Brasch
Eliot M. Sterling	Lester H. Stephenson, Sr.

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 42 cars from 13 states and Great Britain — 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, 21 Carver Road, Newton Highlands 61, 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, engineers, and people from all walks of life. 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.

The museum grounds at Kennebunkport are open to visitors without charge daily between Independence Day and Labor Day, and on weekends during the rest of the year, except during severe winter weather. Since construction is in progress, all persons enter at their own risk, and must use care when walking about. Children must be kept under adequate supervision.

Because of the dangers of fire and injury, our neighbors, the Clough family, have cooperated with us in excluding the public from the premises when no members are present. Members should therefore be ready to show their passes and make their presence known if they are the first to arrive. Others who cannot schedule their visits during the regular hours should contact the office as far in advance as possible, so that arrangements can be made to have the property opened for inspection.

COVER PHOTO — L. W. Lunt, Vice-President of Dallas Railway and Terminal Co., hands up title for car 434 to Seashore General Manager Dwight B. Minnich, in exchange for one dollar and other valuable considerations. Mr. Lunt has been on the staff of the Dallas company for many years, and recalls being present when 434 and its sisters arrived new at this same spot. Interestingly enough, Mr. Lunt, a Maine native, began his engineering career as a surveyor in Kennebunkport.

(Dallas Railway Photo)



THE HIGHWAY MONSTER. Crane car 3246 poses on the new car hauling rig before being unloaded at Seashore.

Theo. Santarelli



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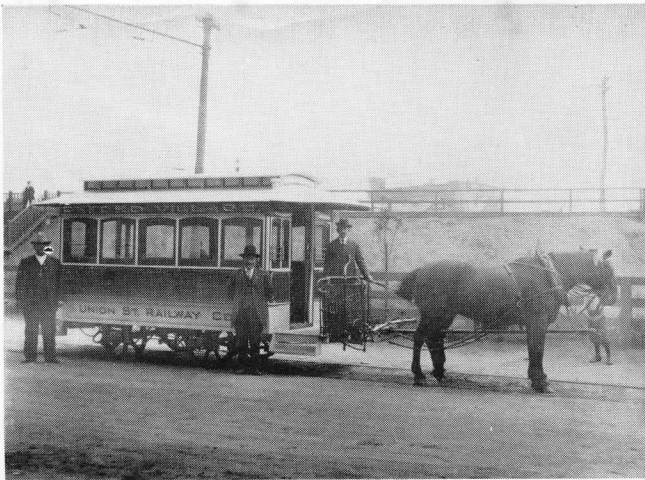
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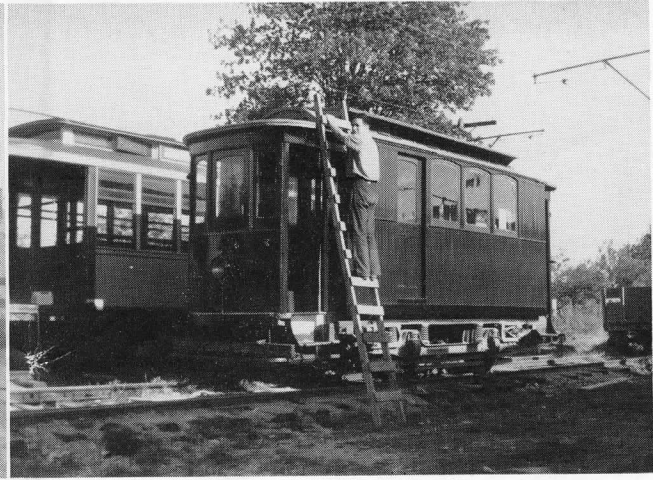
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NEW BEDFORD HORSECARS. Seashore's two oldest cars both came from the Union Street Railway, and both were originally horse drawn. No. 10, left, was donated by the company this year, and is still in its original condition. No. 34, right, was acquired some years ago, and had been rebuilt as an electric mail car. It was the first car completely rehabilitated in Seashore's new carshop. Painter George Jones is shown applying finishing touches.

GENERAL MANAGER'S REPORT

In 1954, your railroad underwent the greatest expansion in its history. The addition of thirteen new pieces of rolling stock from all over this country and overseas has made Seashore the largest railway museum in the world, and we have achieved nationwide recognition as the outstanding institution in our field. This year has also brought fulfillment of another long-time objective, with the completion of especially designed and fully adequate over-the-road car moving equipment. Although slow material deliveries, bad weather, and other urgent distractions prevented completion of the special trailer in time to bring all cars from remote storage by the end of the year, as we had hoped to do, it will now be possible to accomplish these and all future moves swiftly and efficiently, without the need for improvisation or use of expensive and unsuitable rented equipment.

During the 1954 summer tourist season, the property was opened to the public on a regular basis for

the first time. Although little advertising was done and no rides offered, we nevertheless entertained several thousand guests. Our power plant functioned satisfactorily, and has been augmented by auxiliary equipment that can run lights and compressors without using the large engine. We have embarked upon programs of operator training and systematic lubrication of rolling stock, the latter with the generous assistance of the Texas Company. All but two of our cars that have complete equipment have been run successfully, though several of these still need additional work before they will be ready for regular service. Old No. 31, Seashore's original car, was found to be in perfect mechanical condition after nearly 15 years of idleness. Our hope now is to have cars, roadway, and operator training to the point that rides can be offered by the summer of 1956.

CONSTRUCTION

Early in the year, overhead wire was placed over most of our track-age, requiring the installation of over a dozen poles, and more than 2000 feet of 00 copper trolley wire.

An ingenious pole setting system devised by our engineering staff has made pole raising a much easier operation than it used to be. Track-work was limited by a scarcity of rail, but 1954 saw completion of the work equipment siding between the carshop and the bunkhouse, a particularly difficult job because of the necessity for grading over the tracks. Rail from a 300 foot coal trestle, purchased in Hyde Park, Mass., was used in extending the car storage track at the northern end of the property to make room for new equipment. Some 3000 feet of rail, suitable for main line use, was obtained in December, and will be installed in 1955.

Building construction in 1954 was limited to finishing touches on the bunkhouse, garage, and storage buildings. Completion of the latter has made possible the removal of almost all stored material from cars, and provided adequate housing for a splendid collection of control equipment donated to the society by pioneer traction historian Harold D. Forsyth. Consistently unfavorable weather forced repeated postponement of removal of the three-car

wooden barn purchased from the adjoining property, and this bedevilment was climaxed by the destruction of the building in a hurricane, just as the moving was complete, and all that remained was to let the structure down off its cribbing. The results of much of a summer's work were thus a mess to clean up rather than a carbarn. We are fortunate, however, that our cars and other buildings escaped with but minor damage in both storms. A small pit for undercarriage maintenance has been completed on the main line, and construction of a permanent full length facility has been begun.

ROLLING STOCK ADDITIONS

The seven Boston cars acquired from the MTA have been fully described in a special report, but, along with these splendid local acquisitions, the cosmopolitan character of the collection was enhanced further by the addition of six other significant items from far places. The first car acquired this year was Cincinnati and Lake Erie high speed lightweight car 118, from the Cedar Rapids and Iowa City Railway. With car 1030, we now have specimens of both the famous lightweight interurban car types of the midwest.

From the last of Texas' many electric roads, the Dallas Railway & Terminal Co., came the gift of Stone & Webster Standard Car 434. These cars were the first with stressed steel construction, the first standardized streetcar, and were the first designed for the management firm by C. O. Birney, whose later single truck car was to become so widely used by the traction industry. This car was sent to Kennebunk by rail, after a crew from Seashore went by truck to Texas to do the loading and bring back spare parts.

Later in the year, No. 521, one of the last of Henry E. Huntington's Los Angeles Standard cars, was de-

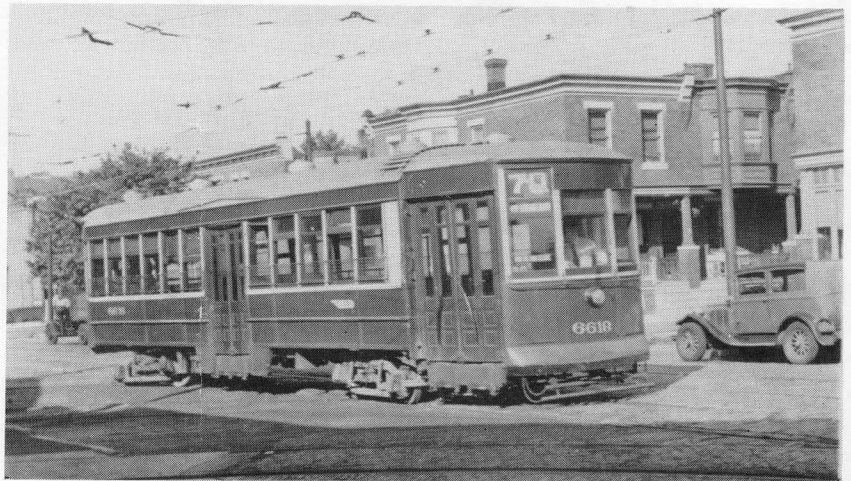
nated by Los Angeles Transit Lines, to make Seashore genuinely a coast to coast collection. The Los Angeles type was widely copied in the West, and the half open, half closed "California" construction was almost universal, even with cars of other body style. This narrow gauge car will be kept on a separate section of track. It was shipped to Boston on the S. S. President Tyler, via the Panama Canal, constituting the longest equipment move ever attempted by a railway museum. No. 521 was the first streetcar ever shipped into the Port of Boston, as well as the first to go to Maine on the new trailer, though the Boston single truck cars were hauled up earlier with the new Mack tractor and a flatbed trailer obtained primarily for moving rail and machinery.

Seashore's first horsecar, No. 10, was donated by the Union Street Railway, New Bedford, Mass. The company had planned to retain this car permanently as a relic, and had it under covered storage, but a fire in another part of the building where it was stored necessitated its immedi-

ate removal. Through the cooperation of the Veteran Motor Car Club of America, it was possible to take the car to the Larz Anderson Museum in Brookline until we can make preparations to take care of this fragile item in Maine.

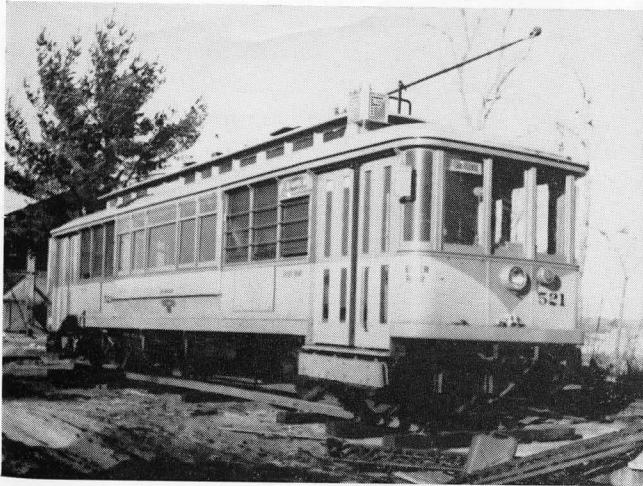
In November, we became an international railway, when double deck tramcar 144 was donated to us by the Blackpool (England) Corporation Transport Department. This typical British car is in very good condition, and will be shipped here in the spring.

Finally, another piece of equipment typical of another of our great cities was added with the donation of Nearside Car 6618 by the Philadelphia Transportation Company. This car is also equipped with instruction equipment which will be invaluable for operator training. Since it was an instruction car, 6618 has been spared the rigors of regular service, and is, therefore, in particularly excellent condition. It will be changed from Pennsylvania wide gauge to standard and brought to Maine in 1955.



Chas. Duncan

NEARSIDE. Cars like 6618 have dominated the streets of America's third city for over 40 years. Now, with the last of the series due for retirement shortly, the Philadelphia Transportation Co. has presented this one to the society for permanent preservation.



O. R. Cummings

LOS ANGELES STANDARD. Those who think wrap around windshields are a latter day inspiration of our more aggressive auto makers are invited to inspect Mr. Huntington's 1906 model, here shown in interior and exterior views, taken at Seashore.

ROLLING STOCK REPAIRS

Extensive electrical and mechanical work was done on all equipment in 1955, including considerable rewiring, replumbing, and compressor, motor, controller, and brake system repairs. Much of this work was performed by the late Albert Walker, who was our master mechanic until his untimely death last summer.

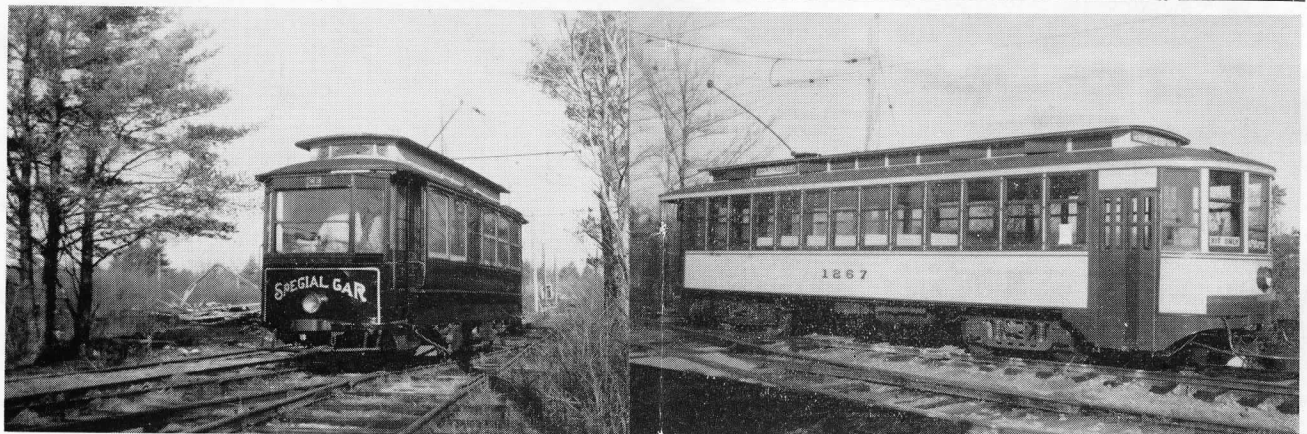
One of the most involved projects was that of modifying the HLF control and motor lead wiring on car 1030 to adapt it for 300 volt Westinghouse motors. The required circuit changes were made by our electrical staff in accordance with the recommendations of MTA Power Engineer, Leon Berrig.

Repainting was completed on cars 8, 34, 88, 925 and 1267, and the cane seats in car 1160 were completely rebuilt for us by the Heywood-Wakefield Company. Roofs were re-canvassed on cars 34 and 32, and painted on 16, 80, 82, 108, 434, 1030, 1160, 1391, 4387, and 4400. Major body repairs were completed in the carshop on car 34, and were begun on 31 and 108, with nearly all of the structural timbers already replaced in one side of 108.

Next year, our program will emphasize the moving of cars not yet on the property, car rehabilitation, and, most important, building and track construction. Not only must we construct more main line for large scale regular operation, but we must

also build the deferred storage facilities. The hope is to put at least four cars per year through the body shop, and to move each car into permanent storage once it is finished. Ultimately this will reduce maintenance to a fraction of that now required.

Needless to say, this ambitious schedule is predicated on the continuing enthusiastic support of our members and friends. We hope all the people who are interested in this work will be gratified by the success of our undertaking, and will be moved to contribute and work for its continued prosperity.



Theo. Santarelli

TAKING THE CROSSOVER. West End Parlor Car 925 was the first taken to Maine this year, and has already been repainted in its former color scheme.

REHABILITATION. Twin City Lines 1267 shows some of the results of a season's diligent effort by the paint department. The rear gates and steps, badly damaged in a freight wreck en route, have also been repaired.

ROSTER OF EQUIPMENT 1954

PASSENGER CARS

No.	Type	Builder	Year	Trucks	Motors	Control	Former Owners
31	12-bench open	Brill	1900	Brill 22-E	2-GE200	K-36J	Biddeford & Saco R. R.
38	Interurban pass.	Laconia	1907	Laconia 9B	4-GE80	K-28B	Manchester & Nashua St. Ry.
60	20-ft. box	Laconia	1895	Brill 21-E	2-WH3	K-2	Manchester St. Ry.
80	Birney Safety	Amer. Car Co.	1919	Brill 78-M		K-10A	Denver & So. Platte; York Utilities
82	Birney Safety	Amer. Car Co.	1919	Brill 78-M	2-GE258	K-10A	Denver & So. Platte; York Utilities
70	Coach-baggage	Wason	1912	Brill 27-MCP2	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-35G	Connecticut Company
838	15-bench open	Jones	1905	Taylor SB	2-WH93A	K-6A	Connecticut Company
1468	15-bench open	Bradley	1911	Standard O-50	4-GE80	K-35G	Connecticut Company
1160	Railroad roof box	Stephenson	1906	Standard O-50	4-GE80	K-6	Connecticut Company
1391	15-bench open	Bradley	1910	Standard O-50	4-GE80	K-35G	Connecticut Company
4400	Deluxe lightweight	Bradley	1927	Brill 177-E1X	4-GE265	K-35KK-LB	Eastern Mass., Boston El. MTA
1030	Hi-speed interurban	Am. Car Foun.	1931	Cinti. ABC 74-D	4-WH539A1	HL, 189D	Indiana R. R., Lehigh Valley Trans.
475	26-ft. box	Newburyport	1903	Taylor LB	2-GE86	K-28N	West End St. Ry.; Boston El. MTA
6270	M-U cent. entr.	Kuhlman	1918	Brill 77E	4-GE247	ABPC, 32A	Boston Elevated Ry.; MTA
1267	Wire gate semi-conv.	Transit Supply	1907	TCL 9 Roller Brg.	4-GE203	K43F2	Twin City Rapid Transit Co.
118	Hi-speed interurban	Cincinnati	1930	Cinti. ABC 74D	4-GE706A	PC10, CJ127	Cint. & L.Erie; Cedar Rap. & Ia. C.
434	Stone & Webster Std.	Amer. Car Co.	1914	Brill 39E1	2-GE201	K-68A-LB	Dallas Ry. & Terminal Co.
925	Parlor car	Jones	1894	Brill 21E	2-GE86	K-28N	West End St. Ry.; Boston El.; MTA
396	25-ft. box	St. Louis	1900	Peckham 1484	2-GE86	K-28	Boston Elevated Ry.; MTA
5060	Type 2 Semi-conv.	Brill	1907	Brill 27	2-WH306CVD	M, C26C	Boston Elevated Ry.; MTA
5821	Type 5 Semi-conv.	Brill	1924	Standard C-35P	4-GE264A	K-7i	Boston Elevated Ry.; MTA
521	Los Angeles Std.	St. Louis	1906	L. A. Ry. T-3	4-GE265C	K-35JJ	L. A. Ry.; L. A. Transit Lines
10	Horsecar	Brill	1880	Brill			Union St. Ry. (New Bedford)
144	Double deck tram	Blackpool Cp.	1925	Dick Kerr	2-BTH	K-28	Blackpool (Eng.) Corp. Trans. Dpt.
6618	Nearside cent. exit	Brill	1911	Brill 39E	2-GE201	K-36	Phila. R. T. Co. Phila. Transp. Co.

WORK CARS

615	Birney (Office)	Wason	1919	Bradley	2-WH506A	K-63BR	Portland R. R.; Biddeford & Saco
S-71	Line car	Bay State Ry.	1915	Peckham	2-GE67	K-10, K-12	Eastern Mass. St. Ry.
038	Motor flat	Wor. Cons.	1912	Bemis		K-12	Worcester Consolidated St. Ry.
52	Freight motor	Brill	1909	Brill 27-E1 1/2	4-GE205	M, C-71	Aroostook Valley R. R.
8	Box trailer		1893	Portland			Mousam; 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-35LL	United Electric Rys. (Providence)
108	Line car	Laconia	1902	Standard C-50	4-GE70	K-28D	P.D. & Y.; A.S.L.; Y.U.; S. & E.
100	Locomotive	Laconia	1906	ALCO	4-GE80	K-35G2	Atlantic Shore; Y. U.; S. & E.
2016	Motor flat with hoist	Boston El. Ry.	1912	Standard O-50	4-WH101B	K-28G	Boston Elevated Ry.; MTA
1059	20-ft. box, grinder	Barney & Smith	1875	West End	2-GE86	K-28N	West End St. Ry.; Boston El.; MTA
3234	Automatic grinder	Goldschmidt	1913	Angle Iron	3-GE5B	CR	Boston Elevated Ry.; MTA
3246	Electric crane	Industrial	1916	Industrial	4-WH306V	HL, 15B	Boston Elevated Ry.; MTA
3608	Side dump	Differential	1926	Taylor HLB	4-WH306	HL, 15B	Boston Elevated Ry.; MTA