

*New England Electric Railway Historical Society, Inc.*

# **SEASHORE ELECTRIC RAILWAY**



**ANNUAL REPORT 1955**

# 1955 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	George M. Blake
Henry Bowen Brainerd	Donald G. Curry
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 46 cars from 14 states, Great Britain and Canada, 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



(Wm. Lamb Photo)

SEASHORE PANORAMA. Expanded view shows yard area as seen from roof of car shop.

COVER PHOTO. Cars in the new South Boston yard represent Texas, Great Britain and Canada. Left to right, Dallas Railway and Terminal 434, Blackpool Corporation Transport 144, and Montreal and Southern Counties 621. (Foster Palmer Photo)

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.



PUSHI

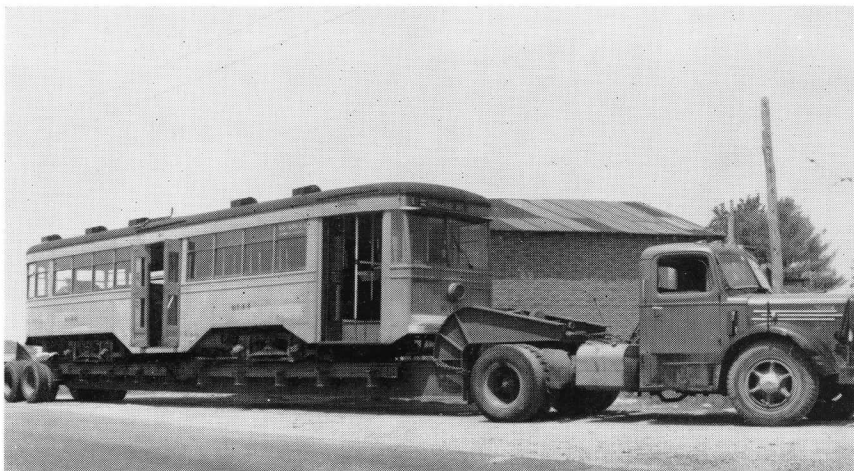
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OVER





(Theo. Santarelli Photo)

PETER WITT. Baltimore Transit 6144 is shown arriving at Kennebunkport after one week en route.

## GENERAL MANAGER'S REPORT

Having used up the superlatives in the last two reports, perhaps it will suffice to say that 1955 was another thoroughly successful year, which will probably be recorded in our corporate history as the one in which the emphasis was shifted from rolling stock acquisition to expansion of our plant in Maine.

During the summer of 1955, the property was again opened to the public on an expanded basis. Guide service was provided and a stand was opened for the sale of publications. Car rides were given to several special parties, and, on one or two experimental Sunday afternoons, to the general public.

Since even this small traffic taxed the parking and visitor service facilities at our present property severely, the Society undertook to secure now all real estate needed for any conceivable future expansion. Over 100 acres were purchased, which, together with the permission we have obtained to use the former Atlantic Shore Line right-of-way, will make

possible a four-mile line from our present shop area to a 40-acre terminal located at the junction of Route U. S. 1 and the Boston and Maine Railroad. Enough space is now available for all the shop, storage and visitor facilities we ever expect to need, including a large parking lot.

## CONSTRUCTION

Trackwork at the property consisted mainly of the installation of a three-track yard for the new car barn. The rail and ties used were purchased complete from the building wreckers who were tearing down the old North Point carhouse in South Boston, and were practically new, having been installed for PCC's in 1945. Although the actual construction of the building was not begun during 1955, the job will be made easier by having the trackwork already complete. We were similarly fortunate in being able to purchase the complete Arlington Heights (Mass.) loop from the Metropolitan Transit Authority. This track was new in 1950 and has been transported to Seashore, though not installed. Other trackwork consisted of northward extension of the main line and

siding tracks. More fill was placed in 1955 than during any previous year. The most important segment of new grade comprised the connection from our present main line to the Atlantic Shore Line roadbed. The handling of track material was greatly facilitated by two new pieces of equipment, Crane Car 3246 and a former Boston Elevated derrick body purchased from a junk dealer and installed on our 2½ ton truck.

Buildings completed included the souvenir stand already mentioned and a carpenter shop which will make possible all-weather work on car body parts, sash, doors, etc. We hope in time to obtain enough suitable wood-working machinery so that all replacement sash, moulding, etc., can be fabricated on the property. In 1955 finishing touches were also put on the car shop and car work can now continue there even during driving storms.

## ROLLING STOCK ADDITIONS

Although Seashore added only four cars in 1955, as against fifteen last year, the quality and usefulness of those we did acquire was exceptional. From the Claremont and Concord (N. H.) Railway came trailer flat No. 1 and Line Car body No. 4, plus one of the most generous donations of spare parts and supplies we have ever received from any company.

Our first passenger car in 1955 was wide-gauge Peter Witt Car 6144, donated by the Baltimore Transit Company. This is our most modern city car, with variable automatic control and independently suspended motors, coupled to the driving axles by double reduction gears. It is in excellent condition.

A high speed interurban car donated by the Canadian National Railways completed 1955's rolling stock additions and added a third nation to those represented in our

collection. Montreal and Southern Counties No. 621 was built for the Windsor (Ontario), Essex and Lake Shore Railway by the Ottawa Car Company in 1930. Later it was sold to the C.N.R. subsidiary for use on the Granby run, now dieselized.

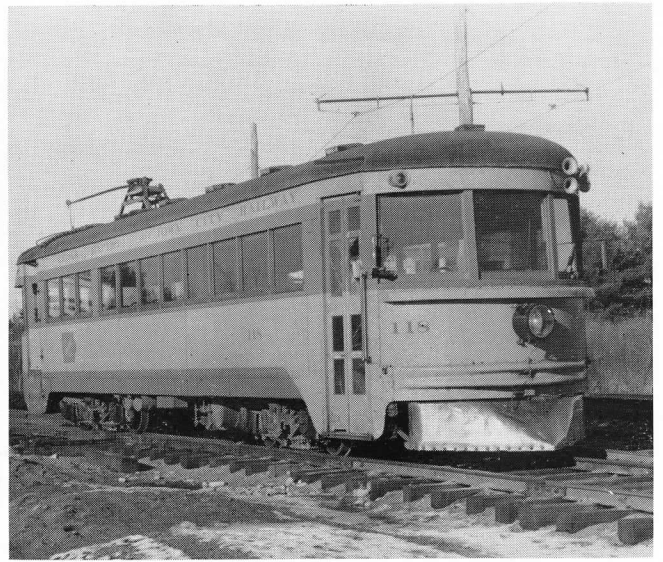
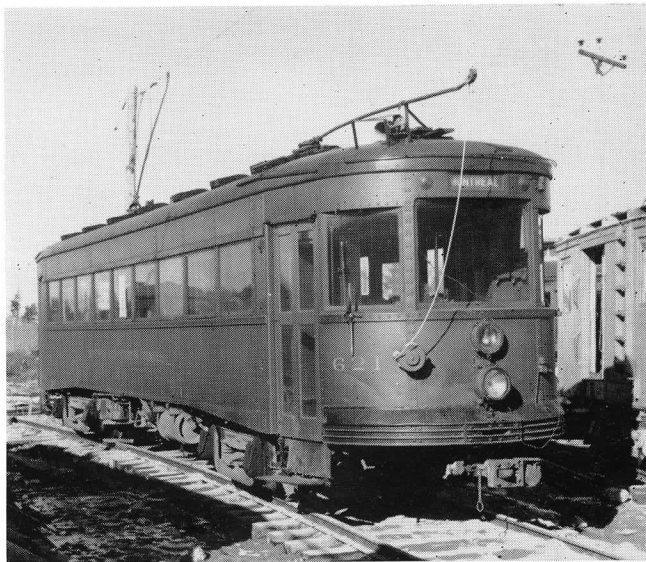
### ROLLING STOCK ADDITIONS

Although actual acquisitions of rolling stock in 1955 were relatively few, Seashore conducted the hugest transport program in its history last year, to bring in previously acquired cars, as well as many tons of rail and supplies. Of all the cars owned by the Society, only four are not now on our property, and even these are elsewhere for reasons other than moving problems. Aroostook Valley Cars 52 and 70 were left in Billerica to conserve track space in Maine, but, for the first time since they came in 1947, the new trailer has availed us of the means to move them at small cost and effort any time it becomes

desirable to do so. Horsecar No. 10 was taken by our equipment to the *Museum of Transportation*, in Princeton, Mass., to allow it to remain in covered storage and to acquaint the visitors to that exhibit with our work. Boston Car 396 is still in service and has not been released to us, but five other cars, comprising all other Seashore equipment still remaining with the M.T.A., were moved to Maine early in the year. Dallas Car 434 was brought from Kennebunk Station in a single afternoon, compared to the whole week it took to transport 1267 over the same route without the proper equipment. The two cars from Claremont were loaded and moved during a single week. The trips to Philadelphia and Baltimore had to be made over tortuous mountain roads in the Poconos and Catskills by reason of the refusal of New Jersey to allow the cars to enter that state. Even so, except for an engine failure in the tractor which could not be ascribed

to the nature of the service, there were no major difficulties. Double deck Car 144 came from England on the S. S. American Press and was taken from the dock directly to Seashore. This project was made possible by the generous cooperation of Lep Transport, Inc., Rice and Co. Corp., and the United States Lines.

Rail shipments during 1955 consisted of bringing Car 118 from Cedar Rapids, Iowa, to Kennebunk, and the body of Car 621 from Montreal to Portland. Both were loaded directly from the flatcar to our trailer and taken away to Seashore at once, without the unloading and prolonged storage at the station that has previously characterized such moves. The trucks for 621 were subsequently brought with our small trailer from Montreal, and the car was reassembled at Seashore. Customs clearances for these shipments were generously arranged by the W. A. Gleeson Company and C. S. Emery and Company.



(Foster Palmer Photos)

**HIGH SPEED INTERURBANS.** Both 118 and 621 were delivered to Seashore during 1955 over the Canadian National Railways. They represent four of the most famous U. S. and Canadian interurban roads.



(Theo. Santarelli Photo)

**PUSHING AHEAD.** Crane Car 3246 lowers another rail into place as track expansion continues.



(David Kaye Photo)

Track crew is shown operating the gasline tamper purchased last year.

### ROLLING STOCK REPAIRS

Over half the cars on the property were totally repainted in 1955. New roofs were installed on cars 100 and 615, and bonnet repairs were made on open cars 615, 1391 and 1468. The truck was removed from Birney car 80 and the underframe reconditioned. The truck was then rebuilt and motors will be installed to make it Seashore's first operating Birney. Most of the work of converting the trucks of Nearside Car 6618 to standard gauge is complete, and we hope to have it in service for operator training in the spring. Cars 31 and 108 have been in the carshop and considerable progress has been made toward rebuilding them entirely.

### POWER PLANT

After a year of satisfactory service, the power plant broke a piston in the spring, and was extensively overhauled by our power department. Subsequently added were automatic electronic control for improved voltage stabilization and increased fuel economy, as well as an expansion tank to keep radiators from freezing in winter. All engineering design and construction were accomplished by our own staff.

### PLANS FOR 1956

During the next year we expect to put down a substantial addition to the main line, ending at the Arling-

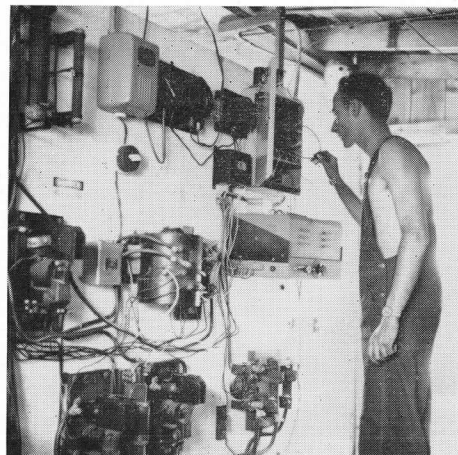
ton loop. This will provide a fairly long continuous ride and we hope to have it complete in time for the summer season. Temporary parking facilities will be arranged at the present site until the new property can be improved and connected by rail. With trackwork already in place and engineering completed, it should be possible to finish the much postponed six-car barn this year, if funds are available.

Rolling stock maintenance and improvement is to be continued and expanded. Also, with good fortune, we hope to continue our program of adding to the collection such genuinely worthwhile exhibits as may become available.



(Theo. Santarelli Photo)

**OVERHEAD.** Wire Department also was active in 1955. Most of our track now has overhead.



(David Kaye Photo)

**CONTROL CENTER.** New electronic brain makes power plant more versatile.



# ROSTER OF EQUIPMENT 1955

## 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-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-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. ABC74D	4-GE706A	PC10, CJ127	Cint. & L.Erie; Cedar Rap. & Ia. C.
434	Stone & Web. 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 14B4	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	L. A. Ry. T-3	4-GE264A	K-71	Boston Elevated Ry.; MTA
521	Los Angeles Std.	St. Louis	1906	Standard C-35P	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	Brill 39E	2-BTH265C	B-510	Blackpool (Eng.) Corp. Trans. Dpt.
6618	Nearside cent. exit	Brill	1911	Dick Kerr	2-GE201	K-36J	Phila. R. T. Co. Phila. Transp. Co.
6144	Peter Witt	Brill	1930	Brill	4-WH1422	VA-29A5	Un. Rys. & Elec., Balt. Trans. Co.
621	Hi-speed interurban	Ottawa	1930	National	4-WH548C2	HLF-15B2	Wind., Essx. & LS, M. & S. C.

## WORK CARS

615	Birney (Office)	Wason	1920	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-E11/2	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
1	Flat trailer	Laconia	1903	Laconia			Claremont Railway
4	Line car	Clare. Ry.				K-12	Claremont Railway