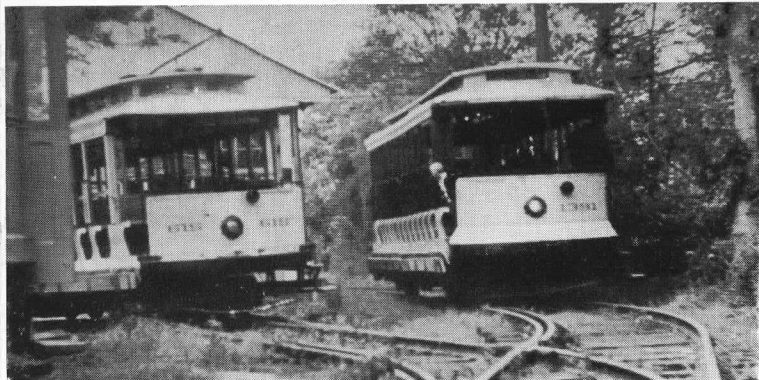
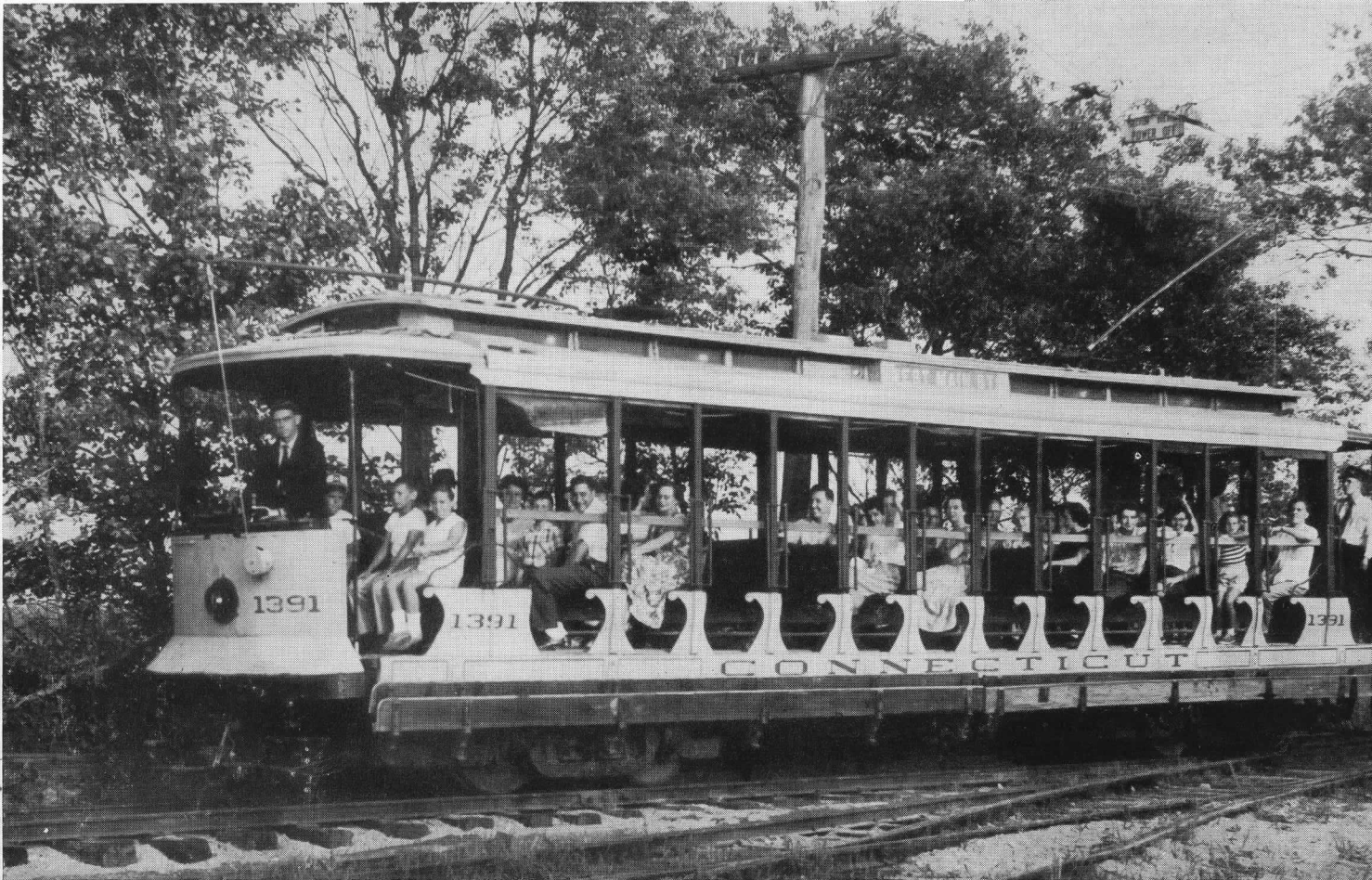


1956 ANNUAL REPORT

SEASHORE

ELECTRIC RAILWAY



NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

1956 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**

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Lester H. Stephenson, Sr.

GENERAL MANAGER'S REPORT

For your railroad, 1956 was a thoroughly successful year; its most significant milestone was the inauguration of regular passenger trips during the summer season. Thanks to a great deal of careful preparation and hard work by all concerned with operation and maintenance of cars and roadway, the entire program went smoothly and without incident. More than 10,000 persons visited the property during the season, and still more turned away because our parking facilities, enlarged only this past spring, were still inadequate.

Because of this parking limitation, the lack of further room for expansion, and the hazard of having the general public in a shop and work area, the directors decided to begin work at once on Route 1. This terminal, purchased last year, will have to be a separate division at first, the cost of which will require borrowing considerable money. However, the society fortunately arranged very favorable terms, with a mortgage only on the new property, leaving our cars and basic real estate unencumbered.

CONSTRUCTION

The early part of the year was taken up with preparation for passenger service. The parking lot was enlarged as aforementioned, new trolley wire was placed over the entire main line, and the track was extensively overhauled in several places, notably on the curve in front of the carshop. This curve was entirely relaid, using Boston Elevated type guard rail to preclude any possibility of derailment at this formerly troublesome spot.

OUR COVER this year shows scenes from the summer's passenger operation. Open cars like 1391 were the mainstay of the service. (F. M. Palmar and J. B. Dougherty Photos)

During the summer, work progressed on the main line extension. Although we now have full title to the old Atlantic Shore Line right of way, the Central Maine Power Company had retained certain easement rights for its new transmission line for the first mile beyond our former property line. Until this could be resolved, construction had to be halted at the edge of this easement line. When a satisfactory agreement was finally reached, we had already decided to proceed with the new terminal project, so the main line track extension did not proceed as far as we had at first hoped. A second carhouse siding with room for five



T. Santarelli

NEW YARD TRACK installed this summer will be incorporated in 1957 carhouse project.



T. Santarelli

GETTING READY for visitors, members change rail on carshop curve.

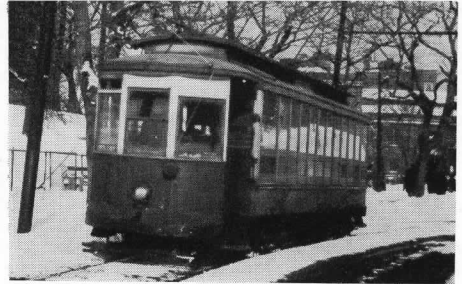
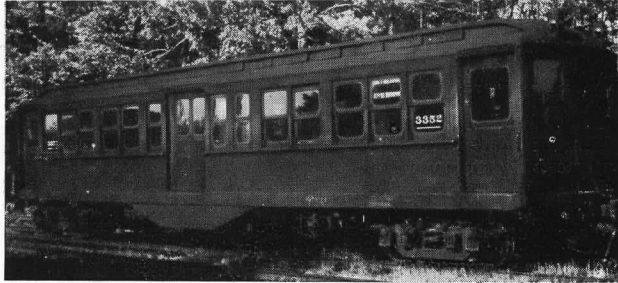
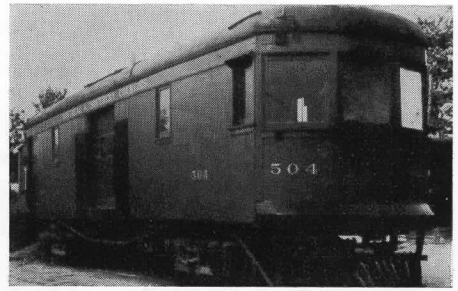
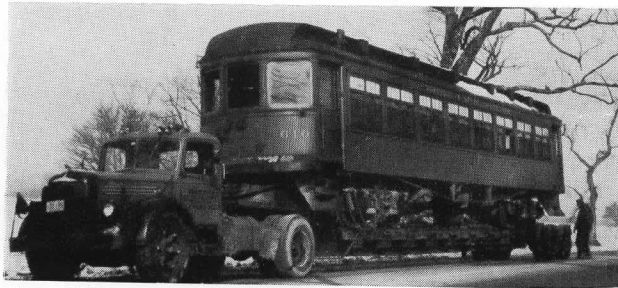
more cars was completed instead. The South Boston carhouse framing is essentially complete, and the roof should go on early in 1957.

Most of the roadway at the new terminal was in place by late in the year, and the overhead materials, including trolley wire, are on hand to be installed next. The installation of the poles for this and other future projects should be mightily facilitated by our new posthole digger, purchased at a fraction of its original cost through the kindness of the New England Telephone and Telegraph Company.

ROLLING STOCK ADDITIONS

Testimony to the growing scarcity of streetcar lines is given by the fact that the four cars acquired complete by Seashore in 1956 represented but two systems. In addition, two bodies were obtained, after having been used for other than transit purposes. Perhaps this is a foretaste of days to come, when chicken coops and diners will be the only source of streetcars.

From the Montreal and Southern Counties Railway, as gifts of the Canadian National Railways, came Express Motor 504 and Interurban Car 610. Both were built by the Ottawa Car Company long after the construction of these types had been generally discontinued, 504 in 1924 and 610 in 1922. Both are in excellent condition, and together constitute the only multiple unit train ever operated at a railway museum. Later in the year came two cars as gifts of the city of New York. IRT Subway Car 3352 is the oldest steel frame vehicle in the world, having been one of the first such cars built to open the Broadway Subway. Many experts in 1904 predicted that these rigid cars would break apart after six months of operation. Now, after more than fifty years of the severest service known, they are being retired as obsolete but not worn out,



MONTREAL and NEW YORK cars obtained in 1956 were Interurban 610, shown on trailer en route from Portland, Express motor 504, Subway Car 3352, and Convertible 4547.

T. Santarelli, J. B. Dougherty, E. B. Watson

as anyone who examines 3352 will agree. Convertible car 4547, first of this type at Seashore, was the last trolley to operate in Brooklyn. Unfortunately, this car was used for salt service in later years, and will require considerable restoration. These two cars were made respectively by the Pressed Steel and Jewett Car Companies, builders not heretofore represented in the collection.

The body of the Manchester Parlor Car, which has been at the property for several years, was donated to the society by member Malcolm Bustin, and will be moved into the carpenter shop for complete restoration. Many of our visitors remember the Portland-Lewiston Interurban, and often ask to see one of the cars. Since the unfortunate destruction of the Arbutus during the war, prospects of satisfying them had been dim. However, a South Casco storekeeper, Mr. L. I. Welch, had used the bodies of Laconia Cars 40 and 42 as a carpenter shop for many years, and this year offered them to the society for a nominal price. Although neither was complete, it was found that enough remained to make one quite satisfactory restoration. Car 40 was selected because it was in better condition, and was also the one leased for a time to the Portland Railroad for its Saco service. Seashore already has complete running gear and electrical equipment of the type originally on these cars.

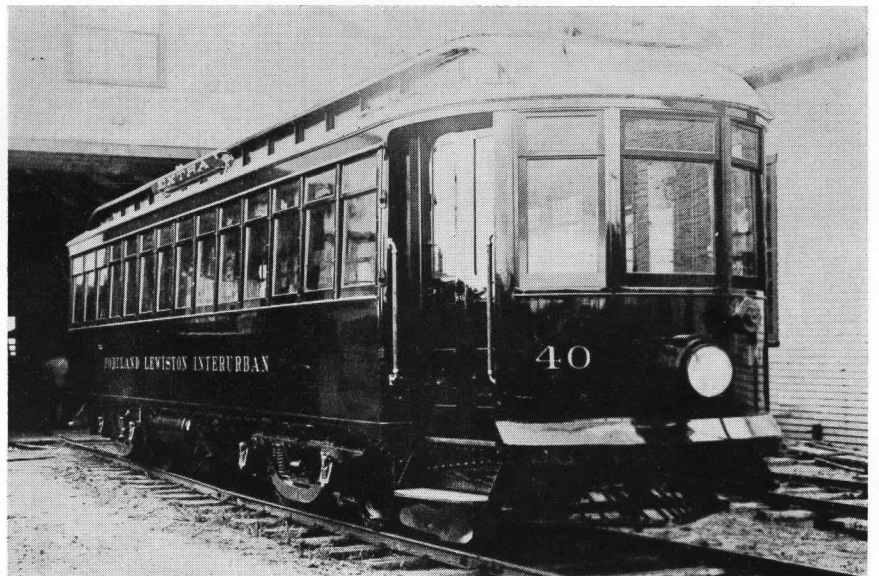
The Canadian cars came by rail to Portland, and were trucked to Seashore from there. Both were excluded from the Grand Trunk terminal by the low Veranda St. Bridge, so we wish to thank the Houghton-Arnold Machinery Company for their kindness in allowing us to unload these cars at their plant. Car 3352 came on its own wheels to Kennebunk, using special MCB coupler adapters that had been designed to move subway trains over the New Haven Railroad between isolated divisions of the New York transit system. Car 4547 was trucked from

Brooklyn using our own equipment. Our thanks go to Edward B. Watson and several of our other colleagues at the Branford Electric Railway Association for their splendid assistance in making advance arrangements, and to the many officials and workers of the New York City Transit Authority and the New Haven Railroad who helped us prepare, load, and move the cars.

Car 52 was also moved from Bilerica in the Fall, and the hope is to move car 70 and close the division early in 1957. This will leave only 396, yet to be released by the MTA, and the South Casco cars away from the property. The moving of Car 40

must await the dismantling of 42 and completion of a nearby highway relocation which currently makes access with heavy equipment impossible.

Roadway supplies displaced streetcars as the focus of Seashore's procurement and moving efforts in 1956, with extensive stockpiling for the terminal program added to requirements for current projects. Among the larger shipments were 1,000 ties from the abandoned Fellsway car line in Boston, and a 450-foot sliding in Winchester, Mass., made available to us at very reasonable cost through the efforts of Mr. H. A. White of First National Stores, Inc.



O. R. Cummings

BUILDER'S PHOTO of Car 40 shows the aspect we hope it soon will have again.

ROLLING STOCK REPAIRS

Unfortunately, the demands of the passenger program distracted some of the maintenance effort that might otherwise have been made this year. We hope this will eventually be justified by revenue that will provide facilities and supplies for restorations which otherwise would not have been possible at all. Even so, we replaced roofs on cars 6144 and 6618, repainted or repaired roofs on 52, 504, 610, and 5060, and completed all or the major part of body paint jobs on 52, 838, 4387, and 6618, plus considerable progress on 434 and 1030.

Although our Birney car fleet is America's largest, all three were received incomplete, two without motors, and the third with neither trucks, motors, nor control equipment. Two also lacked air compressors. Over the years, we have gradually gathered more and more of the required pieces, but still were without enough parts, know-how, or time to assemble a complete car. This year, however, we obtained several serviceable GE264A motors and the services of Mr. S. R. Sylvester, lifelong street railway man and Birney Car specialist. Mr. Sylvester's enduring

patience in adversity and ingenious adaptation of marginal or unsuitable tools and parts have been an inspiration to all of us. Moreover, he has Car 80 nearly ready to go, and hopes to begin on the others in the spring.

PROGRAM FOR 1957

Our principal effort in 1957 will, of course, be the completion and opening of the new terminal. In addition, the South Boston Carhouse should be completed, with another well along. The restoration of cars 31 and 108, several years in progress, should also be finished next year. As always, whatever is accomplished must depend on the generosity of our friends with time and money. The hope is, of course, that the accomplishments to date and the challenges of the future will maintain the enthusiasm of those already interested, and attract new support as well. The society has progressed mightily toward its goal of making Seashore the valued public heritage it deserves to be, but much remains to be done if the full possibilities are to be realized. We have shown what can be done if the wherewithal is available, and for this we count on your continued support.



T. Santarelli

HOME AT LAST after ten years in storage is Aroostook Valley Car 52, moved this fall.

ROSTER OF EQUIPMENT 1956

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	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	American Car Company	1919	Brill 78-M	2G2264A	K-10A	Denver & So. Platte; York Utilities
82	Birney Safety	American Car Company	1919	Brill 78-M	2-GE258C	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-GE258C	K-35JJ-LB	East Taunton St. Ry.; York Utilities
615	15-bench open	Brill	1901	Standard O-50	4-GE90	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	Brill	1927	Brill 177-E1X	4-GE265	K-35KK-LB	Eastern Mass., Boston El. MTA
1030	Hi-speed interurban	American Car Foundry	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-convertible	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 & Webster Std.	American Car Company	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-convertible	Brill	1907	Brill 27	2-WH306CVD	M, C26C	Boston Elevated Ry.; MTA
5821	Type 5 Semi-convertible	Brill	1924	Standard C-35P	4-GE964A	K-71	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)
6618	Nearside cent. exit	Brill	1911	Brill 39E	2-GE201	K-36J	Phila. R. T. Co. Phila. Transp. Co.
144	Double deck tram	Blackpool Corp.	1925	Dick Kerr	2-BTH265C	B-510	Blackpool (Eng.) Corp. Trans. Dpt.
6144	Peter Witt	Brill	1930	Brill 177-E1X	4-WH1422	VA-29A5	Un. Rys. & E'ec, Balt. Trans. Co.
621	Hi-speed interurban	Ottawa	1930	National	4-WH548C2	HLF-15B2	Wind., Essx. & LS, M. & S. C.
610	Interurban	Ottawa	1922	Taylor MCB	4-WH306CVD	HL, 15B	Montreal & So. Counties
3352	Steel Subway	Pressed Steel	1904	Baldwin MCB	2-GE69B	M, C184	IRT, City of N. Y.
4547	Convertible	Jewett	1906	Bald. 185, Peck. 25	4-WH101B	K-28B	BRT, BMT, City of N. Y.
40	Interurban	Laconia	1915	Baldwin AA	2-GE203	HL	Portland-Lewiston Ry.
City of Manchester	Parlor Car	Briggs	1895	Brill 21-E			Manchester St. Ry.

WORK CARS

615	Birney (Office)	Wason	1920	Bradley	2-WH506A	K 63BR	Portland R. R.; Biddeford & Saco
S-71	Line car	Bay State Railway	1915	Peckham	2-GE67	K-10, K-12	Eastern Mass. St. Ry.
038	Motor flat	Worc. Consolidated	1912	Bemis		K-12	Worcester Consolidated St. Ry.
52	Freight motor	Brill	1909	Brill 27-E1½	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-GE900	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 Elevated Railway	1912	Standard O-50	4-WH101B	K-28G	Boston Elevated Ry.; MTA
1059	20-ft box, grinder	Barney & Smith	1895	West End	2-GE26	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. Railway				K-12	Claremont Railway
504	Express Motor	Ottawa	1924	Taylor MCB	4-WH306CVD	HL, 15B	Montreal & So. Counties