

1955

Seashore Electric Railway Annual Reports 1955 & 1956

New England Electric Railway Historical Society, Inc.

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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

Rev. Alexander van Cortlandt Hamilton, Chairman

John E. Amlaw	John B. Barr
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

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.



(Wm. Lamb Photo)

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)

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



(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.



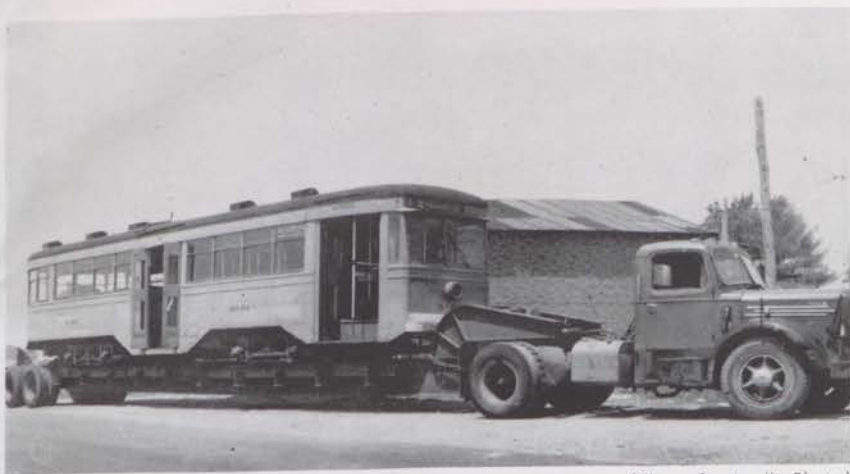
(Theo. Santarelli Photo)

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.



(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 21½ 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.

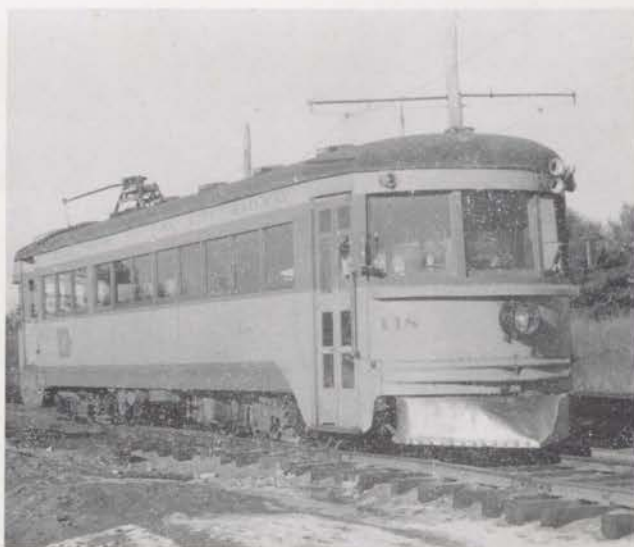
ROLLING STOCK ADDITIONS

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.

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 Utilit
82	Birney Safety	Amer. Car Co.	1919	Brill 78-M	2-GE258	K-10A	Denver & So. Platte; York Utilit
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 Utilit
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 Tra
475	26-ft. box	Newburyport	1903	Taylor LB	2-GE86	K-28N	West End St. Ry.; Boston El. MT
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. :
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.; M
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	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. D
5618	Nearside cent. exit	Brill	1911	Dick Kerr	2-GE201	K-36J	Phila. R. T. Co. Phila Transp. C
6144	Peter Witt	Brill	1930	Brill	4-WH1422	VA-29A5	Un. Rys. & Elec., Balt. Trans. C.
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-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
1	Flat trailer	Laconia	1903	Laconia			Claremont Railway
4	Line car	Clare. Ry.				K-12	Claremont Railway

1956 ANNUAL REPORT

SEASHORE

ELECTRIC RAILWAY



NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

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Theodore F. Santarelli de Brasch

Eliot M. Sterling

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. Palmer 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.



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

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.

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.

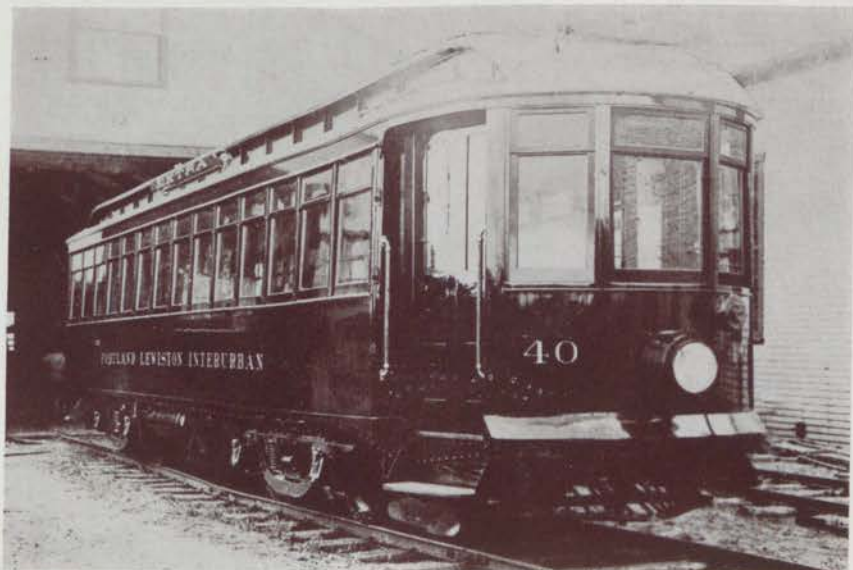
The Canadian cars came by rail to Portland, and were trucked to Seashore from there. Both were excluded from the Grand Trunk terminal by the low Veranda St. Bridge, so we wish to thank the Houghton-Arnold Machinery Company for their kindness in allowing us to unload these cars at their plant. Car 3352 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 Bilgerica 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
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82	Birney Safety	American Car Company	1919	Brill 78-M	2-GE258C	K-10A	Denver & So. Platte; York Utilities
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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	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, C1127	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-GE764A	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, C'184	IRT, City of N. Y.
4547	Convertible	Jewett	1906	Bald. 185, Peck. 25	4-WH10'B	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	Fiegl	1873	Maguire	2-GE900	K-2	Union St. Ry. (New Bedford)
16	Snow plow	Wason	1905	Wason	2-GE90	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