

SEASHORE ELECTRIC RAILWAY  
COMPANY

ANNUAL REPORT  
FOR  
YEAR ENDING  
DECEMBER 31, 1940

SEASHORE ELECTRIC RAILWAY COMPANY

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BOARD OF DIRECTORS

Horton K. Banks, Chairman  
Theodore Santarelli  
John E. Amlaw

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OFFICERS

President	Thomas H. Brown
V. P. & G. M.	Theodore Santarelli
Vice President	Gerald Cunningham
Treasurer	John E. Amlaw
Secretary	Horton K. Banks
Auditor	Daniel J. Twomey

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CARHOUSE AND GENERAL OFFICES

Biddeford Road, Kennebunkport, Maine

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BOSTON OFFICE

222 Centre Street, Jamaica Plain

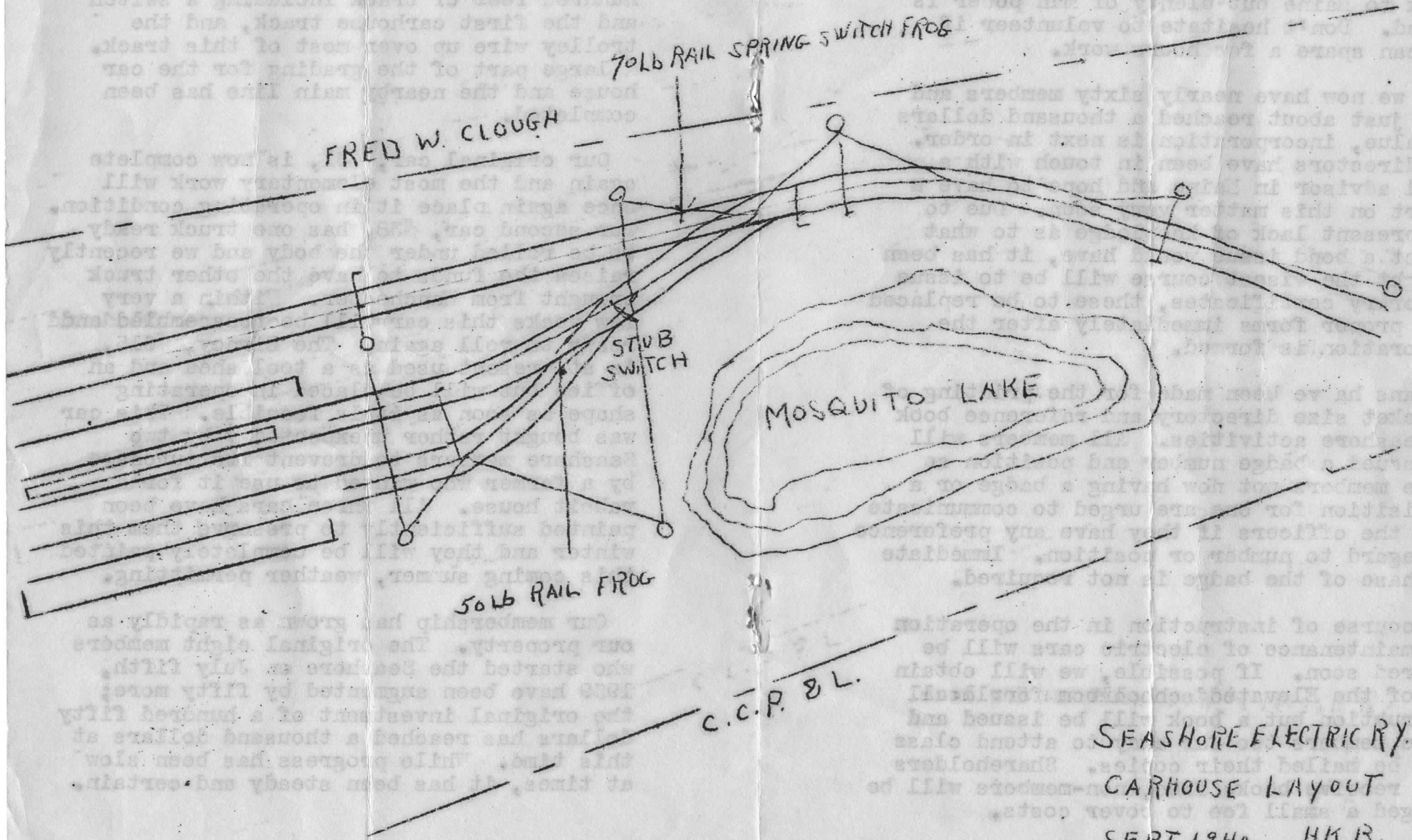
## OPERATING REVIEW

This past year has seen our road expand rapidly. We now have three cars, three hundred feet of track including a switch and the first carhouse track, and the trolley wire up over most of this track. A large part of the grading for the car house and the nearby main line has been completed.

Our original car, #31, is now complete again and the most elementary work will once again place it in operating condition. Our second car, #38, has one truck ready to be rolled under the body and we recently raised the funds to have the other truck brought from Manchester. Within a very few weeks this car will be reassembled and ready to roll again. The Birney, #615, is at present used as a tool shed and an office but will be placed in operating shape as soon as it is feasible. This car was bought rather unexpectedly by two Seashore members to prevent its purchase by a farmer who wanted to use it for a rabbit house. All three cars have been painted sufficiently to preserve them this winter and they will be completely painted this coming summer, weather permitting.

Our membership has grown as rapidly as our property. The original eight members who started the Seashore on July fifth, 1939 have been augmented by fifty more; the original investment of a hundred fifty dollars has reached a thousand dollars at this time. While progress has been slow at times, it has been steady and certain.





SEASHORE ELECTRIC RY.  
 CARHOUSE LAYOUT  
 SEPT 1940 H.K.B.

## PLANS FOR THE FUTURE

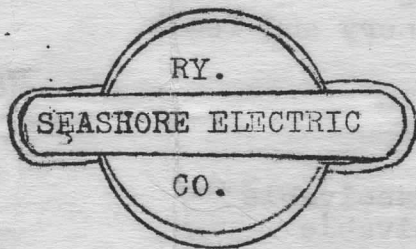
Our immediate concern is to put car #38 in operating condition again. The funds have been raised to buying the second truck to Maine but plenty of man power is needed. Don't hesitate to volunteer if you can spare a few hours work.

As we now have nearly sixty members and have just about reached a thousand dollars in value, incorporation is next in order. The directors have been in touch with a legal advisor in Maine and hope to have a report on this matter very soon. Due to our present lack of knowledge as to what effect a bond issue would have, it has been thought the wisest course will be to issue temporary certificates, these to be replaced with proper forms immediately after the corporation is formed.

Plans have been made for the printing of a pocket size directory and reference book of Seashore activities. All members will be issued a badge number and position so those members not now having a badge or a requisition for one are urged to communicate with the officers if they have any preference in regard to number or position. Immediate purchase of the badge is not required.

A course of instruction in the operation and maintenance of electric cars will be offered soon. If possible, we will obtain use of the Elevated school room for local instruction but a book will be issued and those members too far away to attend class will be mailed their copies. Shareholders will receive books free, non-members will be charged a small fee to cover costs.

RIDE THE ELECTRIC CARS



THE BETTER WAY  
TO ENJOYMENT

SEASHORE ELECTRIC RAILWAY COMPANY

Kennebunkport, Maine

First Annual Report, October, 1940

New England's Fastest Growing Trolley Line

Horton K. Banks, Secretary  
15 Royce Road  
Allston, Mass.

Repro 3-21-79  
J. B. D.



The Seashore Electric Railway was founded in June 1939, by an enterprising group of men interested in electric railways, to save from being scrapped one or more trolley cars representative of New England of more interesting days and to construct at least enough track and wire to operate the cars.

We have selected and moved to Kennebunkport the following cars:

No.	Type	Bld. Date	Trucks
31	12 Bench Open	Brill 1899	Control Motors Brill 22-E K-36 2-GE 20
38	28'8" Parlor Box	Laconia 1907	Laconia K-28 4-GE 80
615	Birney Wason	1923	K-63 None None

About 200 ft. of track is built, including parts of 2 switches; Trolley wire is complete over this. The trucks of #38 are still in Manchester NH. We are trying to raise \$80.00 to transport them to Kennebunkport, and have \$8.00 on hand. \$40.00 would bring one truck and provide work for several weekends putting it on rails and under 38. Both trucks should be shipped before snow falls to prevent damage to them

The Birney body, in excellent condition was donated to the construction crew as an office and tool car by stockholders. As it was slated to be rebuilt into a camp very shortly. purchase could not be delayed.



We wish to thank our neighbors for their patience and co-operation, especially Mr. George Hill and Mr. Fred W. Clough and sons. Mr. Clough has recently accepted the long deserved title of Superintendent. Mr. Everett K. Greenleaf of Kennebunk deserves thanks for moving 31. Gene Cote, formerly of the Biddeford & Saco RR has trebled the efficiency of the construction crew with his help. Many courtesies and favors have been shown us by friends in the Cumberland County Power and Light Co. Biddeford & Saco RR. Boston Elevated Ry. General Electric Co. York Utilities Co., and New Hampshire Public Service Co. and National Ry. Historical Society.

Officers

President-----T. H. Brown  
 V. P. & Gen.Mgr.-----T. Santarelli  
 V. P. Operations-----E. F. Bacon  
 3rd. V. P.-----G. Cunningham  
 Secretary-----H. K. Banks  
 Treasurer-----J. E. Amlaw  
 Superintendent-----F. W. Clough  
 Chief Clerk-----A. G. Duncan  
 Chief Engineer-----H. B. Brainerd  
 Office Engineer-----W. F. Goddard  
 Purchasing Agent-----C. A. Duncan  
 Master Mechanic-----Ralph Derby  
 Supt. of Power-----L. B. Phinney  
 Mgr. for Conn.-----H. G. Pilkington  
 Western Mgr.-----C. A. Brown  
 Chief Starter-----R. V. Borrup  
 Dispatcher-----R. Whittier  
 Construction Foreman-----Gene Cote

Badges are available to any member. The cost is \$1.50. Send remittance to Secretary. Merchandise for Seashore can be left in Roxbury at 222 Centre St. Open Air Lot.

## Financial Statement

### Expenditures

Purchase of Cars	\$250.00
Moving Cars to right of way	327.00
Tools, parts and materials	93.50
Wages and trucking	15.00
Postage and miscellaneous	20.00
Balance on hand	8.00
	<u>\$713.50</u>

Receipts from shares, bonds & trips  
713.50

We owe for Materials & Services  
40.00

We can buy a 40kw generator, enough to put the present system into operation, for \$100.00. A stockholder offers to donate an engine to drive the generator, also a coupling to connect them. A simple shelter can be built for \$10.00. Thus \$110.00 will put us into operation making our road infinitely more interesting and valuable.

Besides money we need more help. Less than half of our members have put in any substantial amount of time at Kennebunkport, If everybody would turn out once or twice a month we could accomplish twice as much as we have been doing

Reg. Seashore meetings will be held after each meeting of Hub Chap. NRHS, the second Friday of each month at 24 Faulkner St. Dorchester, Mass, near Fields Corner Station. Please try to be present at these meetings and find what you can do to help, either here or in Maine.

SEASHORE ELECTRIC RAILWAY COMPANY  
Kennebunkport, Maine  
First Annual Report, October, 1940

to have selected and cover to Kennebunkport  
the following cars:

30	1938	1938	1938
31	1938	1938	1938
32	1938	1938	1938
33	1938	1938	1938
34	1938	1938	1938
35	1938	1938	1938
36	1938	1938	1938
37	1938	1938	1938
38	1938	1938	1938
39	1938	1938	1938
40	1938	1938	1938

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New England's Fastest Growing  
Trolley Line  
Horton K. Banks, Secretary  
15 Royce Road  
Allston, Mass.

Biddeford at Sac 0 No. 31, 50

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We have selected and moved to Kennebunkport the following cars:

No.	type	builder date	trucks control	motors
31	12 bench open	Brill 1899	Brill K-36	22-E 2-GE 200
38	28'8" parlor box	Laconia 1907	Laconia K-28	4-GE 80
615	Birney	Wason 1923	(none) K-63	(none)

About two hundred feet of track is built, including parts of two switches; trolley wire is complete over this, supported by seven poles. The trucks of #38 are still in Manchester, N.H. We are trying to raise the \$30. needed to move them to Kennebunkport, and have \$8. on hand. Two attempts to transport the trucks have failed because of the rigidity of interstate regulations and the ~~weight~~ 5½ ton weight of each truck. \$40. would bring one truck and give us several weekends work putting it on rails and under 38. Both trucks should be shipped before snow falls to prevent damage to them.

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3rd V.P.	-	-	-	G. Cunningham
Secretary	-	-	-	H.K. Banks
Treasurer	-	-	-	J.E. Amlaw
Chief Engineer	-	-	-	H.B. Brainerd
Office Engineer	-	-	-	W.F. Goddard
Purchasing Agent	-	-	-	C.A. Duncan
Master Mechanic	-	-	-	Ralph Derby
Supt. of Power	-	-	-	L.B. Phinney
Superintendent	-	-	-	F.W. Clough
Mgr. for Conn.	-	-	-	H.G. Pilkington
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Chief Starter	-	-	-	R.V. Borrup
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