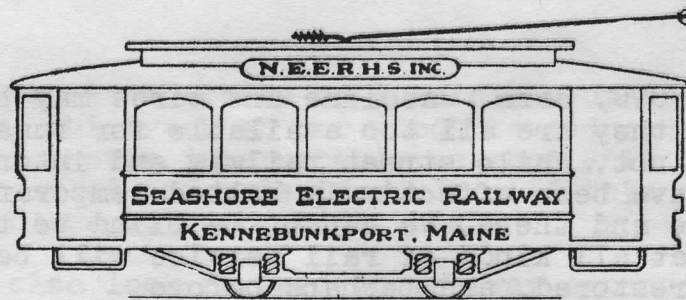


New England Electric Railway Historical Society, Inc.



Alexander van C. Hamilton
President

Theodore Santarelli deBrasch
Vice Pres. & General Manager

John E. Amlaw
Treasurer

Henry B. Brainerd
Chief Engineer

Office of the President
66 Benefit St., Providence 3, R. I.

March 1945

Dear Members of the Corporation,

Just four years ago our organization meeting was held in a Boston Elevated type 4 in the Watertown yard after the famous excursion of PCC cars 3012, 3017, and 3001. Some of you may recall the trip if not the meeting. Since that time we have become a legal corporation of the State of Maine, and have conducted our affairs as an historical society owning its own transit system. We bought the real estate we had been renting. We increased our "rolling stock" to four cars. And then most of us went off to prove the superiority of American transit over that of our enemies.

For three years the corporate affairs of this organization have had to depend on my very limited time while I have worked through a succession of advances in my profession. The war has increased my work appreciably, so that I cannot always attend to NEERHS affairs as promptly as I would like. So please continue to be patient and understanding. John Amlaw, our faithful treasurer, also works long hours, but has been able to care for the money you send in, as well as to look out for the delegations that have worked at the Kennebunkport theatre of operations. Please continue to remit to me, and to arrange with him for work in Maine, until further notice.

We are very grateful to Mr. Fontaine Fox, the distinguished progenitor of the Toonerville Electric Railway, for designing the main part of our heading you see above. He has been more inspiration to us than he realizes, and we are happy to make him a member.

The evidence is overwhelming that we will all too soon have the only remaining passenger line in New England other than the Boston "E1". Even the war has not stopped the building of busses, which are being produced in greater

numbers than P.C.C. cars. Gasoline and tires may be critical materials, but they are all too available for busses, whether worthily so or not. While street railway and interurban abandonments have been effectively halted temporarily, steam lines quit here and there. We cannot be blind to the obvious possibility that all kinds of rail service will be curtailed when peace is restored, and perhaps before.

In the light of present circumstances and with courageous looking at a none too happy future, our intended expansion must be assured by adequate funds on hand. It will cost relatively little to buy trolley cars at scrap prices, but it will cost a great amount more to move them to our property in southwestern Maine. Obviously, we should be more than ready to buy cars and the accessories for them when lines in New England expire and go bus-t. We should not be forced to afford new supplies later on for inability to buy second-hand when available. We continue to enjoy pleasant relations with the transit companies still operating, and we should have funds available to negotiate with them at the time of conversion.

To make possible our ultimate expansion, you can do your part by subscribing for our "shares of contribution", each of which entitles you to one vote in the management of our corporation, and without which you have only limited membership rights. Payment may be made in either series F or G war bonds, or in cash. Irregular amounts will count toward further payments on shares. We enclose subscription forms. If you buy a bond for the corporation, be sure to use our corporate name.

Dues continue at \$1 a year, and are the primary means of meeting our current office and maintenance expenses. Members in the forces may have their dues waived if they desire. Membership passes will be issued from the president's office on receipt of dues or request for waiver.

Please do what you can to obtain reliable new members. For the duration we are keeping all names on our list, but delinquents cannot expect to stay beyond then unless they pay up. Also, no one is allowed on our railway property in Maine without his membership pass. Visitors must get permission from an officer (in writing) or from the Resident Superintendent.

Our activities were partially suspended after the 1942 season. 1943 was the lowest ebb in our six year history with no maintenance done or members added. In 1944 we began to revive. John Barr led the work of rehabilitation of the cars and premises. We are grateful that enough repairs have been made and painting done to protect the cars through the recent winter. Anyone who can work in the coming season should make arrangements with Mr. Amlaw at 10 Spring Hill Terrace, Somerville 43, Massachusetts.

In the 1945 season we must clean up the grounds at Kennebunkport, cut brush in our woods to reduce fire hazards, paint #38 (Manchester interurban), re-roof #615 (Birney), and rebuild the roadbed and pole line. It will take a considerable number of manhours to accomplish this.

We also look forward to postwar expansion, as mentioned above, coordinate with our bank balance. While we will obtain more cars, we will have to provide proper storage for them. Our engineering members will lengthen the right of way for track and make room for buildings with a bulldozer and hired labor. We plan for a half mile of track as main line. We also must have a fireproof carhouse, designed for additions, and with an attached camp lodge. Meanwhile, overnight camping must be done in tents, for which adequate space can be found on our ten acres.

Electricity for lighting is at hand, but the heavy current for traction must be made economically when needed by a private power source to be obtained. Some have suggested the sort of diesel installation used by the Connecticut Company at East Hartford.

Mr. Frederick Clough and his family have rendered us great service in the protection of our property. He is our Resident Superintendent. Our hearty thanks.

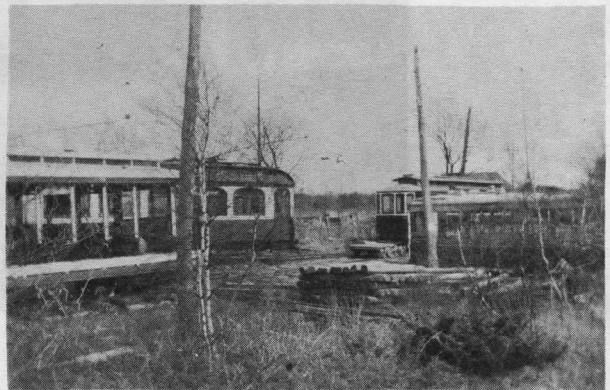
To all our members in all parts of the world, our greetings and best wishes. We miss you, and look for your safe return in due time.

Tractionally and sincerely yours,

Alexander Hamilton

President

The cars in 1943. Left to right: 31, 38, 5, 60, and 615. Future expansion to left. Photo by A. Hamilton



SUMMARY OF 1944 REPORT OF THE TREASURER

RECEIPTS

EXPENDITURES

Balance	\$ 88.56	General	\$ 37.04
Dues paid	39.00		
Shares	350.96		
	<hr/>		
Total	478.52	BALANCE in bank	\$ 441.48

John E. Amlaw, Treasurer

Not including dues to be waived for military service, about \$75 is owed, of which we hope to collect \$50.



Looking toward the eventual car house lead, from where #60 now stands. Picture by Dan Twomey.