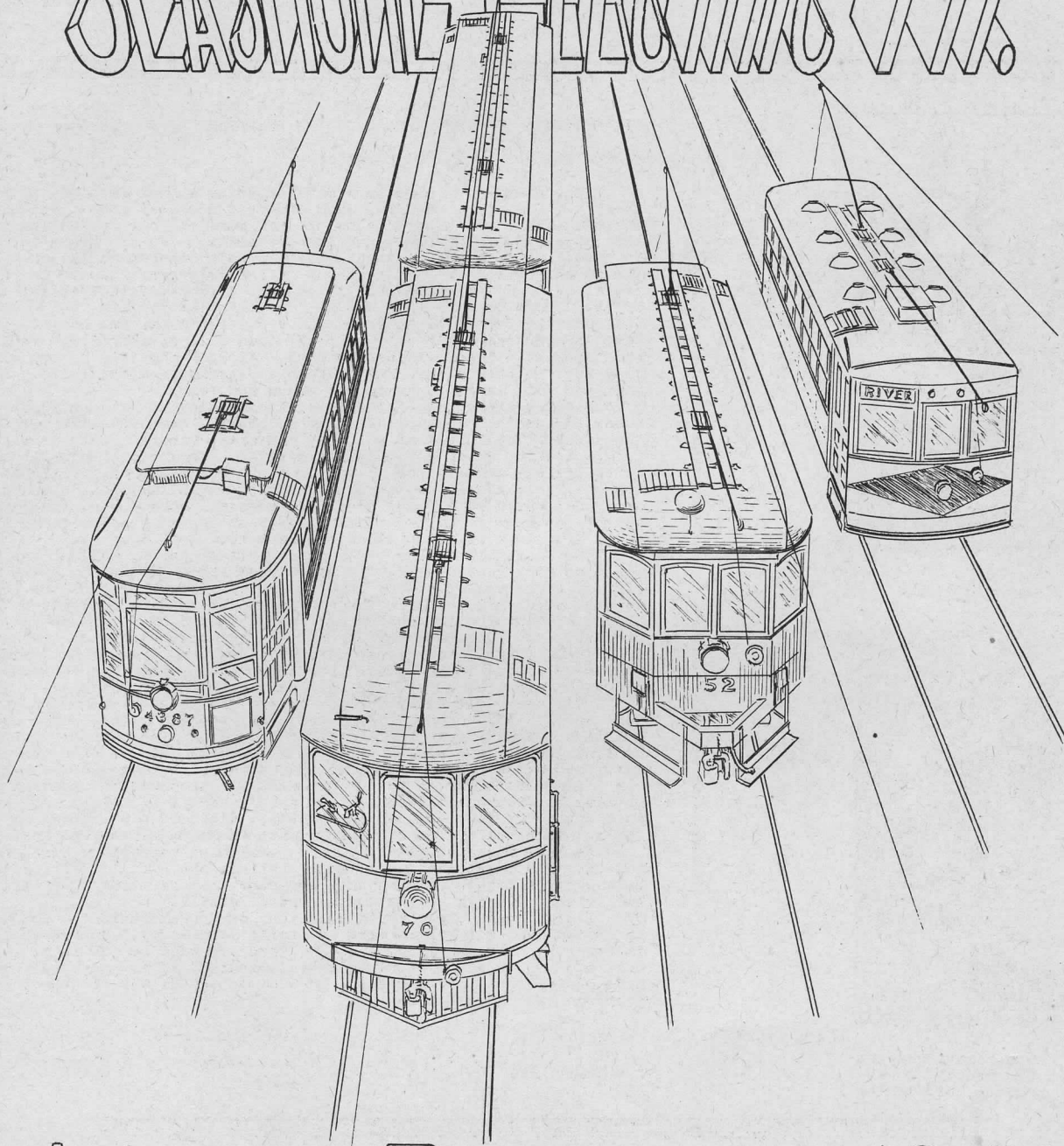


NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY INC.

SEASHORE ELECTRIC RY.



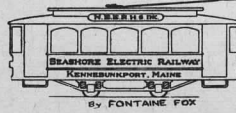
ANNUAL REPORT FOR 1946

2 NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY INC.

* DIRECTORS and OFFICERS



- * Alexander van C. Hamilton
- * Theodore Santarelli de Brasch
- * Earl F. Bacon
- * Gerald F. Cunningham
- * Henry B. Brainerd
- * John E. Amlaw
- * Daniel M. Twomey
- * Leroy Snowden
- * Walter F. Goddard
- * Joseph E. McLaughlin
- * Hugh E. Wentworth
- * Horton K. Banks
- * Lucien B. Phinney
- * Arthur Duncan
- * John B. Barr
- * Lester H. Stephenson
- * Kenneth Cummings



- President
- 1st Vice-president & General Manager
- 2nd Vice-president in Charge of Operations
- Third Vice-president
- Chief Engineer
- Treasurer
- General Auditor
- General Counsel
- Superintendent of Power
- Supervisor of Equipment
- Manager Kennebunkport Division
- Executive Secretary
- Western Representative
- Chief Clerk
- Superintendent of Transportation
- Officer in Charge of Public Relations
- Superintendent of Erecting Shops

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC. - GENERAL OFFICES - 10 SPRING HILL TERRACE, SOMERVILLE 43, MASS



Mr. Fred Clough



Gene Cote removing paint from 38, preparing car for complete refinishing

REPORT OF THE PRESIDENT

To the Members of the Corporation:

In January your Directors met for their annual session. Since their meeting a year before, much progress has been made. Pictures included with this report show the new cars of our collection and the improvements in our Kennebunkport plant. We are proud to own 13 cars, an increase of eight, with others under negotiation. We invite comparison with any of our neighbor organizations in this field, a few of which seem to think that a competitive spirit is in order. There is more than enough for all of us to do.

For the nearly eight years since our first car was bought, we have enjoyed the neighborly help and good will of the Clough family who have often been friends in need. I know that all of you will be sorry to hear of Mr. Fred Clough's passing from this life, and that you join in sympathy to his widow and sons.

We must expand as rapidly as is possible at Kennebunkport in order to receive our cars awaiting shipment. We must raise the few thousands of dollars that will buy and erect a barn. This is vital for protection from all possible hazards, including molestation, forest fire, and weather. Now is the time to expand, while cars are still in existence on lines nearing annihilation. When they are gone there will be no need for barns to house their memories! All of you know from your reading or your business connections how sadly true this is. Gentlemen, we must act, and promptly.

The increasing value of our tangible property, slight as it would be at a forced sale, is great from the antiquarian point of view. Preservation of the irreplaceable is the object of our corporate existence. While funds for expansion are recognized by Shares of Contribution carrying voting rights, maintenance of the property and operation of our office is dependent on the income from annual dues. More cars, more expenses, and present day prices make more income imperative. For this reason, your Directors have voted to raise the dues to \$2 per year, changing By-Law #14.

1947 activities must include the expensive jobs of moving EMSR 4387 and AVR 52, 70 and 71 from temporary storage sites. Yard and mainline trackage must be laid after a bulldozer clears the ground. Many man hours are needed for all kinds of work. Please arrange with John Amlaw for as much time as you can give to assist.

Non-members may go to our premises if they will sign a waiver obtainable from our officers. We cannot accept liability for any accidents, nor take chances on abuses. Visitors are welcome, with the necessary safeguards. Members must be ready to show passes.

We have received good publicity, which we appreciate, in newspapers, fan magazines, and trade publications. It is quite often belated, for mechanical reasons; and sometimes garbled. Our office will gladly furnish recent and accurate details.

I urge upon you that this is your own organization. Not one individual gains a single cent of profit or salary. We are united in a worthy and unselfish cause. Tomorrow will be too late. We must aid NOW in every possible way: financial, moral, physical, and promotional (get more members). Few of us can do all of these, but each one can do something!

Faithfully yours,

Alexander van C. Hamilton
President

4 February 1947

WE THANK THE OFFICIALS AND EMPLOYEES OF THE FOLLOWING RAILWAYS FOR THEIR HELP AND COUNSEL

Aroostook Valley Railroad Company
Boston & Maine Railroad
Canadian Pacific Railway
Maine Central Railway

Biddeford & Saco Railroad
Boston Elevated Railway

Boston, Revere Beach & Lynn Railroad
Eastern Massachusetts Street Railway
Manchester Street Railway
Massachusetts Northeastern Street Railway
C. C. P. & L. Co. Portland Street Railway Division
Worcester Street Railway
York Utilities Company

Cover drawn by our Office Engineer, Walter F. Goddard depicts five of the eight cars purchased during 1946

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY INC. 3

REPORT OF THE FIRST VICE-PRESIDENT AND GENERAL MANAGER

ACCOMPLISHMENTS OF THE PAST YEAR

The work for 1946 falls into three general categories: repair work to our cars; reconstruction and extension of our track; and the additions to our rolling stock that more than double our roster.

Major repairs to our cars are covered by the chart below. Highlights were a complete removal of old paint from #38, the ex-Manchester "Rapid Transit Line" car, then refinishing in an earlier paint scheme; and the reglazing of every window in #52 former AVR freight motor and plow. This car, although only of average size, is our most powerful, with four 75 H. P. motors.

Track work is covered in some detail in the report of our Chief Engineer; but I wish to thank the Worcester Street Railway for the help they gave us, enabling us to obtain their no longer used crossovers; and the Boston and Maine Railroad for their donations of heavy, creosoted ties, no longer suitable for heavy traffic on their main line, but good for years of service on our roadbed. Our own track crew is due much praise for their work on cold and rainy, as well as on pleasant, days doing the many hard jobs necessary when laying track.

SHIPPING OF THE AROOSTOOK VALLEY CARS

An outstanding event in connection with our acquisition of new cars occurred in the shipping of the ex-AVR cars to the siding leased by us at Billerica, Mass. Mr. McLaughlin and Mr. Amlaw, with much assistance from the AVR; prepared #70, #71, & #52 for shipment on their own wheels over the Canadian Pacific Maine Central and Boston & Maine Railroads. The safety devices required by the ICC were added to the cars at W. Presque Isle, the cars were given final tests on the AVR, being towed by a diesel electric loco. Mr. McLaughlin, acting as our messenger in charge of the cars, then had the longest ride in a trolley taken by anyone in this part of the country for some years. He travelled over 500 miles from northern New England into Canada and back, taking nearly a week to go from Presque Isle to No. Billerica, Massachusetts.

PLANS FOR THIS SUMMER

- Immediate plans for our railway for the coming season are:
- (1) Moving of #4387 from temporary storage at the Salem Street yard of the Boston Elevated Railway to our property.
 - (2) Acceleration of maintenance work on our cars to bring them to a standard not attainable during the war years.
 - (3) Construction of a track on the southern end of our property where cars may be easily unloaded.
 - (4) Completion of at least two yard tracks, replacement of the present switch to the main line with the newly acquired 15' switch points, and connection of our main line with the proposed new unloading track.

A LOOK INTO OUR FUTURE

Our long range plans, formed at our original organization still guide our actions. We intend to obtain an interesting group of electric cars preferably from railways in New England representing as many different periods and types of service as may be possible. We intend to provide protection and storage space for these cars and restore them as nearly as possible to their original appearance and condition. Lastly, we intend to extend our track, sufficiently to achieve our final, greatest objective, operation of the cars, which should be possible in the not too far distant future.

In preparation for this last phase, we have purchased two Birney cars, #80 and #82, from the York Utilities Company. The Birneys will be used for the greater part of our operation as they are the safest cars to run, use a minimum of power, and can be most easily maintained and repaired, as parts are cheap and readily obtainable.

Every member must do his just share, if we are to realize our ambitions. Let's all work together, to do just as fine a job this coming year as we did in the one just past.

Theodore Santarelli de Brasch

ROSTER of PASSENGER & WORK CARS (In order purchased by SEASHORE)

No.	Date Purchased	Type	Builder	Date	Trucks	Motors	Controller	Brakes	Former Owners
31	July 5, 1939	12 Bench Open	Brill	1900	Br 22-E	2 GE-200	2 K-36	CP-27	Biddeford & Saco RR.
38	March 21, 1940	Parlor	Laconia	1907	Laconia	4 GE-80	2 K-28-B	CP-27	Manchester-Nashua
615	October 15, 1940	Birney Safety	Wason	1920			2 K-63-Br		Portland-B. & S. RR.
60	April 11, 1941	Box	Laconia	1895	Er 21-E		1 K-2	Hand	Manchester St. Ry.
82	May 16, 1946	Birney Safety	American Car	1920	Er 78-E		2 K-10		Denver Tramway-Y. U. C.
71	#July 19, 1946	Coach-Baggage	Wason	1912	27 MCB-2	4 GE-217	2 K-42-A	CP-29	Aroostook Valley RR.
70	August 19, 1946	Coach-Baggage	Wason	1912	27 MCB-2	4 GE-217	2 K-42-A	CP-29	Aroostook Valley RR.
4387	August 29, 1946	Convertible	Laconia	1918	BS 12-C	4 GE-247	2 CJ-129-A	CP-27	E. Mass. St. Ry.
80	November 27, 1946	Birney Safety	American Car	1920	Er 78-E		2 K-10		Denver-York Utilities
S-71	April 3, 1945	Line car	Bay State	*1915	Peckham	2 GE-67	K-10, K-12	Hand	Bay State-E. Mass.
O38	May 11, 1946	Motor Flat	Worcester	*1919	Bemis	2 WH-25	1 K-6	Hand	Worcester St. Ry.
T-116	May 11, 1946	Trail gondola	Worcester	*1910					Worcester St. Ry.
52	July 19, 1946	Freight Motor	Brill	1909	Er 27E1½	4 GE-205	2 C-71	CP-28, 29	Aroostook Valley RR.

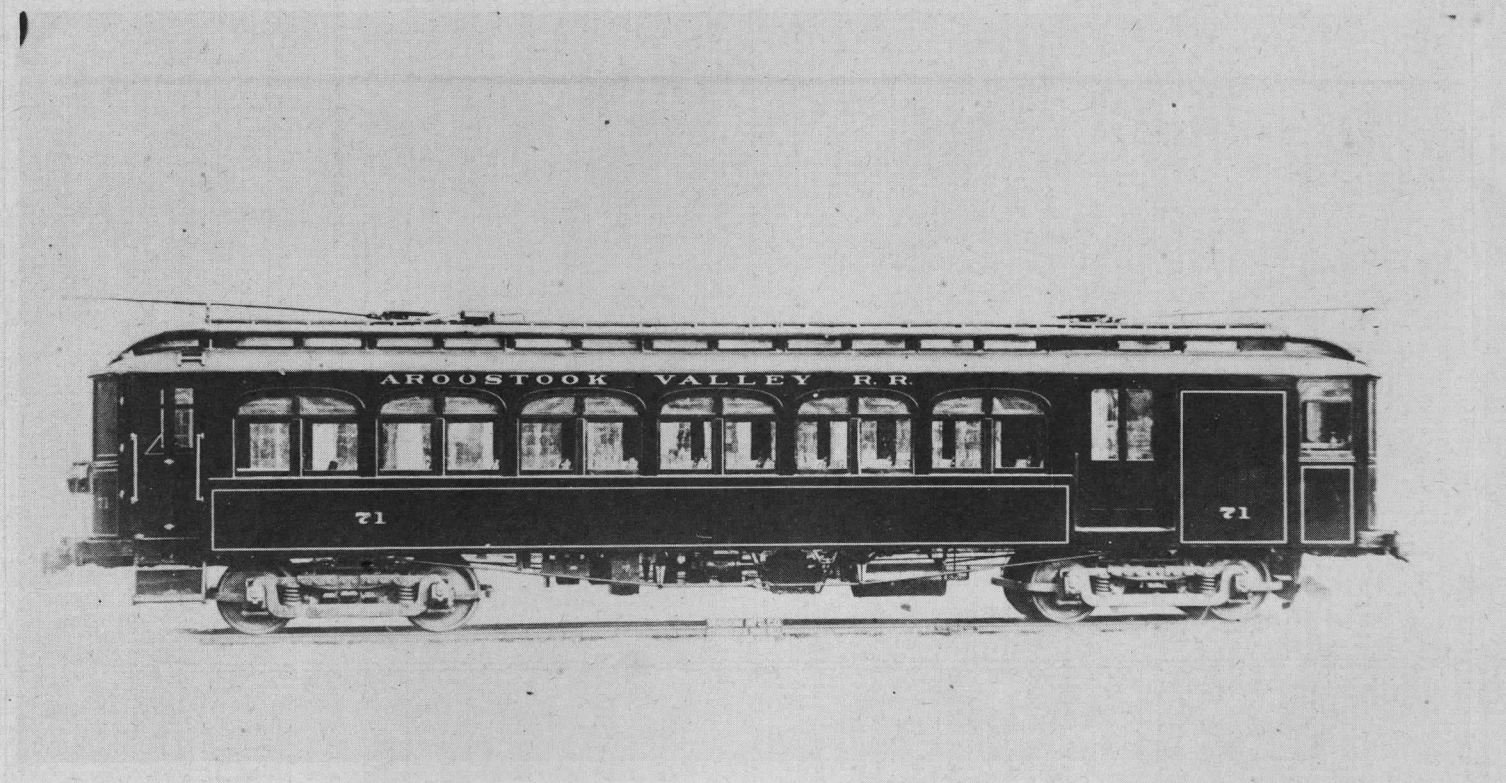
71 bought by Director W. F. Goddard for donation to Seashore after rebuilding. * Rebuilt by former owners from earlier cars.

READY-REFERENCE CHART OF MAJOR REPAIRS TO CARS DURING 1946

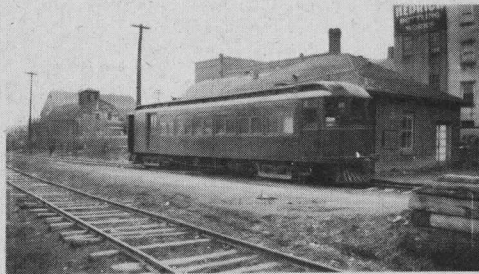
WORK DONE AT	CAR	GENERAL DESCRIPTION OF WORK	PRINCIPAL MATERIALS USED	DIRECTED BY
Kennebunkport	31	Four foot section of sill replaced, dasher patched at floor line; exterior, benches, bulkhead painted.	5" X 7" X 4' pine, lead coated steel plate, S-W red enamel.	L. H. Stephenson C. A. Duncan
Kennebunkport	38	All old paint removed from exterior wood, 4 coats of paint applied; center canvas roof covering painted.	Dutch Boy White Lead, Asgum, Valentine Sherwood Green enamel	W. F. Goddard Eugene Cote
Kennebunkport	60	One side and one end painted, lettered and striped; one K-2 controller installed, vestibule painted.	Sherwin Williams enamel, bolts and miscellaneous hardware.	T. Santarelli W. Cushman
Kennebunkport	80	Body and truck reassembled; fare register installed, support and fittings for clock made up.	Brass and steel stock, bolts and nuts.	T. Santarelli J. A. McLaughlin
Kennebunkport	82	Door engines reconditioned; outside of body painted, decalcomania numbers applied.	Door engine repair parts, S-W enamel, Meyercoed decals.	H. C. Wentworth T. Santarelli
Kennebunkport	615	Raised and reset on higher hardwood blocking; wired for 110 V. A. C.; bulkhead, stock shelves, oil heat installed; outside partly painted, roof painted.	Masonite, electrical supplies, Sherwin Williams metal primer, varnish for inside of body.	L. H. Stephenson K. Cummings J. A. Barr
Kennebunkport	O38	Controller, trolley stand, base and pole remounted.	Bolts, nuts, washers.	T. Hanley
Kennebunkport	S-71	Tower completely rebuilt and reinstalled; sheathing replaced where missing, outside completely painted.	Maple boards, Dutch Boy White Lead, orange Ronamel.	J. A. Barr J. Duncan
Presque Isle	70-71	Train air, hoses, grab irons, stirrup steps installed both cars to meet ICC requirements. One end of #70 raised to standard AAR height. Storm windows installed #71 where glass was broken or missing.	Steel rods, straps, pipe, fittings; hoses, couplings; hardwood planks, common grade lumber, paint, small hardware.	J. E. Amlaw J. A. McLaughlin B. A. Tompkins V. J. Boyle
Presque Isle Billerica	52	Footboards and ICC safety devices installed. 36 sash (including two made by Seashore's Melrose Shop) reglazed and installed in motor and cabs.	Steel straps, hardwood planks. Glass, hardwood boards, quarter round moulding, enamel.	Lloyd Smith L. H. Stephenson K. Cummings
Boston	4387	Arc light hanger installed; car repair parts gotten.	Strap steel, hardware.	J. E. Amlaw

SEASHORE ELECTRIC RAILWAY

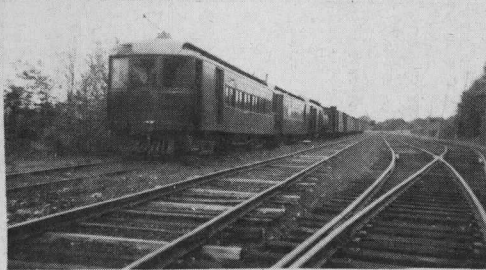
NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY INC.



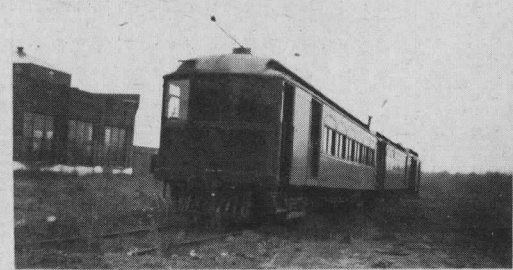
Builder's photo of #71, taken at Wason Mfg. Co. plant in Springfield, Mass. from the collection of Harold Forsythe, Lynn, Mass.



#70 at Presque Isle, April 13, 1946



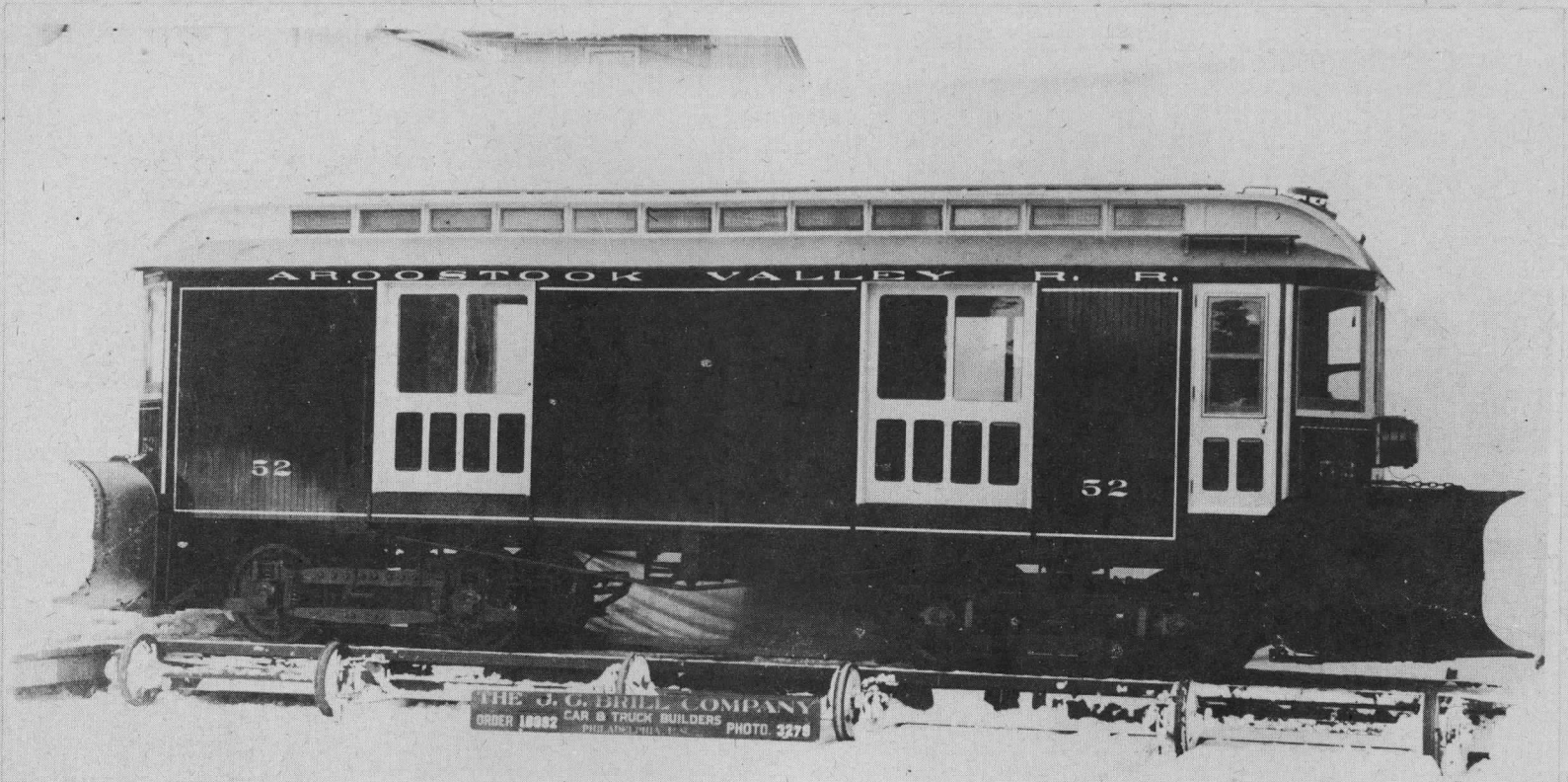
#70 & #71 at Washburn Junction, Sept. 25, 1946



#70 & #71 at North Billerica, October 4, 1946

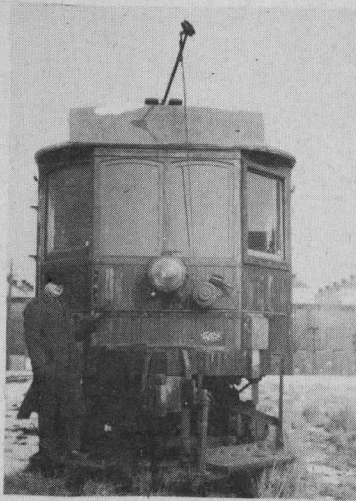
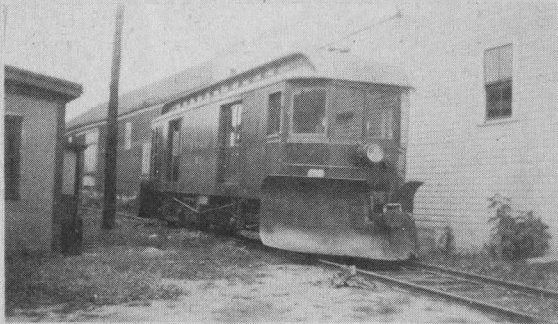
SEASHORE ELECTRIC RAILWAY

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY INC.

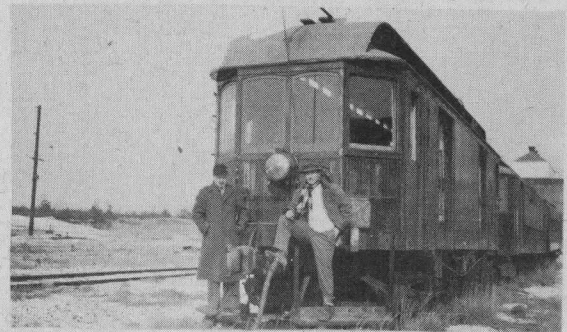


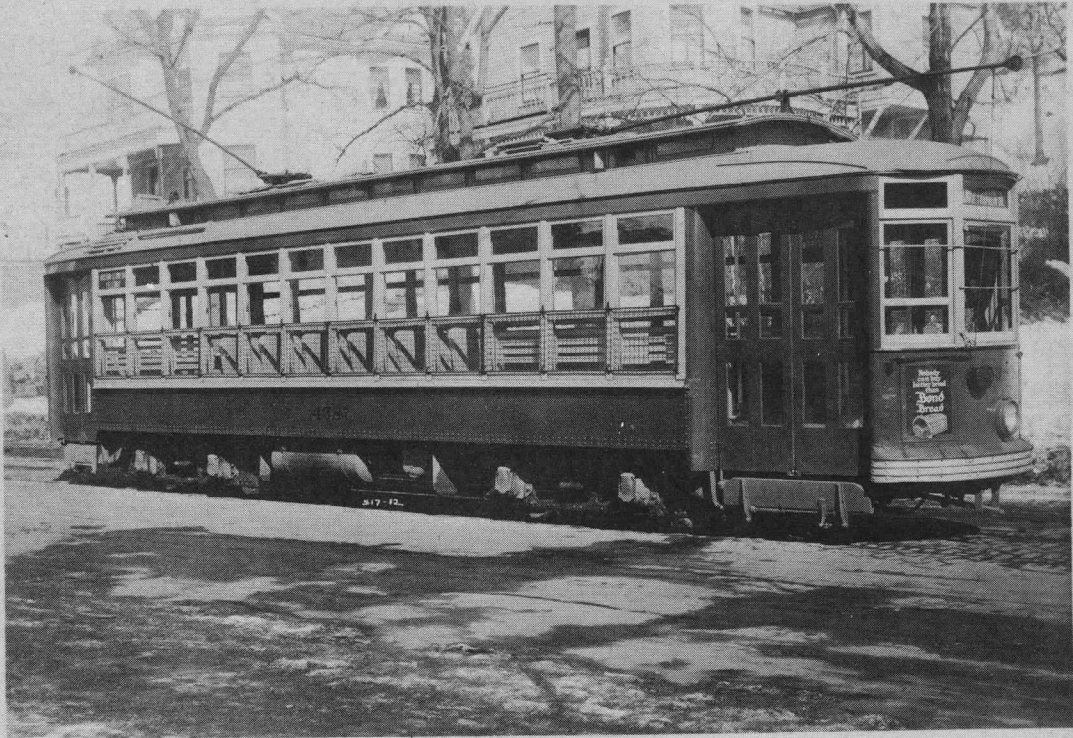
Above: Builder's photo of #52
Supplied by Harold Forsythe

Below: #52 at Presque Isle Barn



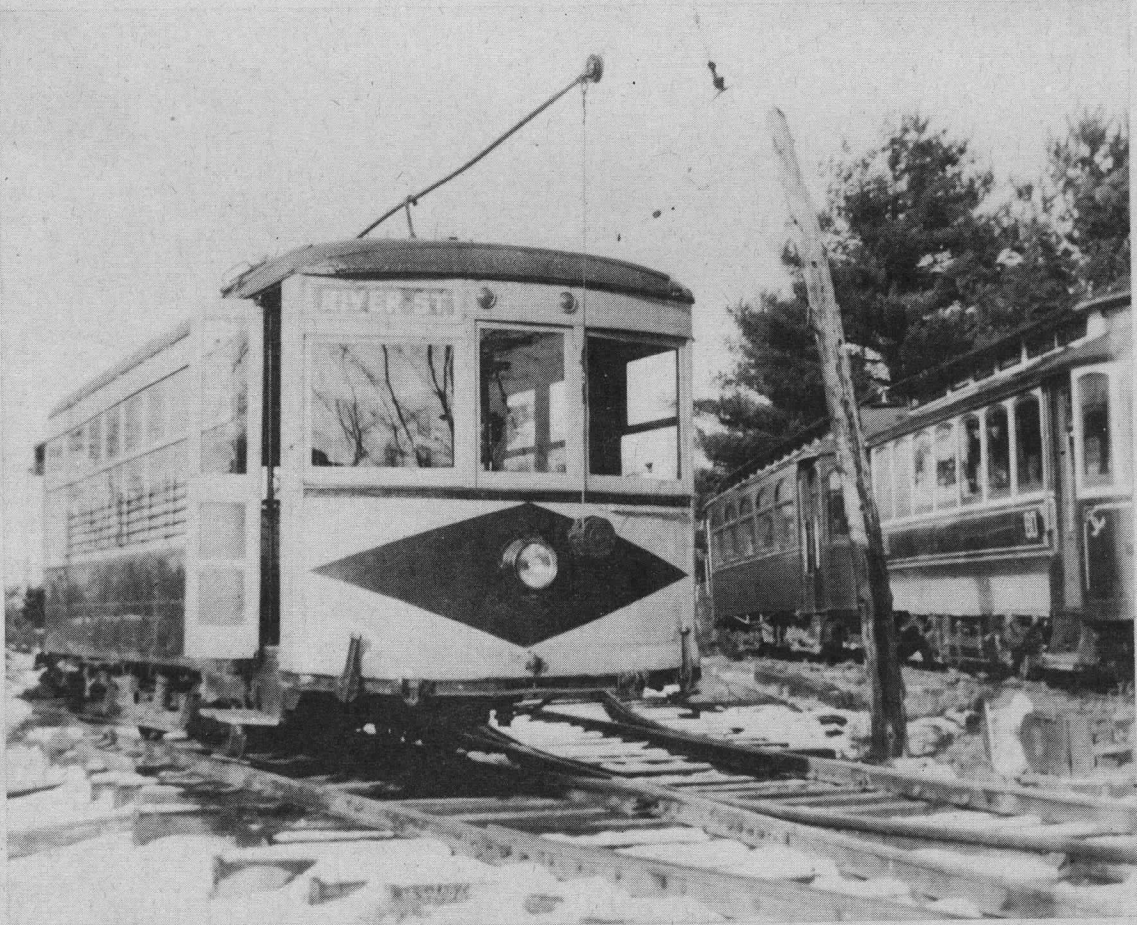
Left and below: #52 at North Billerica

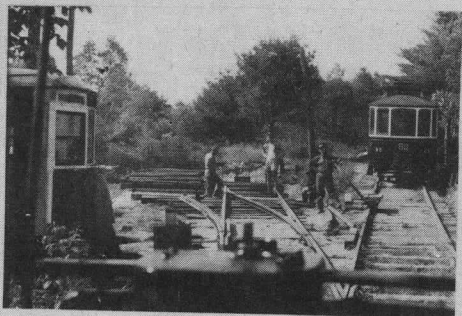




Above: #4387 at Franklin Square, Melrose, 1925.

Below: #80 at Kennebunkport, December, 1946. #58 & #80 in background.

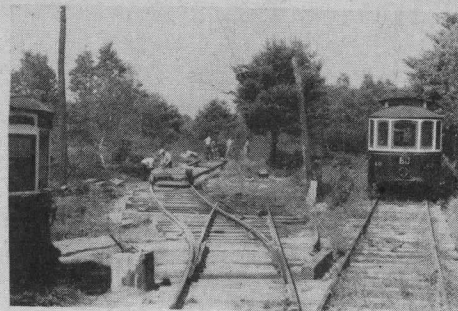




Crew: Track Department

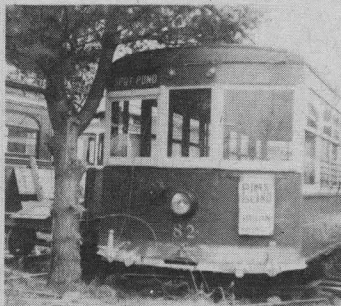
- Daniel Twomey
- Hugh Wentworth
- Harold Crimmins
- Lester Fravel, Jr.
- Thomas Hanley
- William Maine
- Langdon Allen
- James Bailey

PHOTOS OF YARD CONSTRUCTION



July, 1946

August, 1946



September, 1946

November, 1946

December, 1946



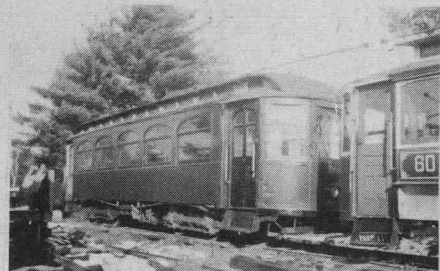
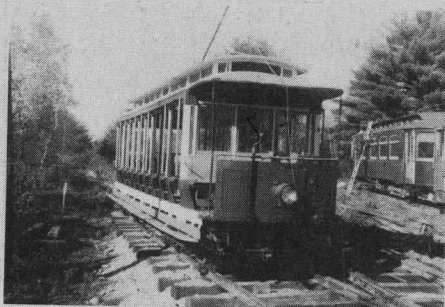
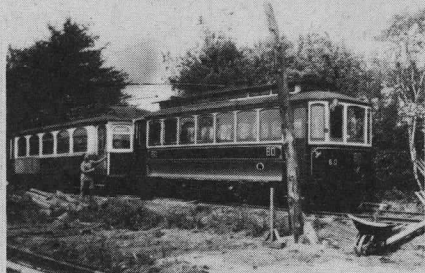
Al Whittemore stripes #60



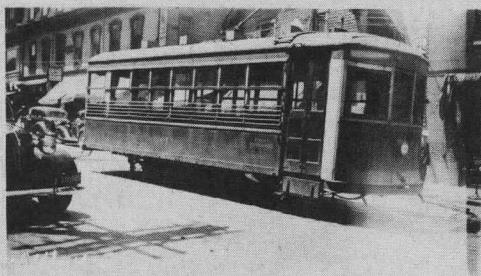
4387 at Stoneham Square for special ceremonies 7/28/46, the day after cessation of regular service on line. Car operated by Lester E. Stephenson, E. Mass. St. Ry. operator and Seashore Electric Railway Director.



Mr. & Mrs. Stephenson, 7/28/46



#38 was completely painted, four coats, by Walter Goddard, working alone.



CARS PAINTED IN 1946

- Left 60
- Right 38
- Center 31

TWO PHOTOS OF 615

← Biddeford 1939

Kennebunkport 1946



FINANCIAL REPORT FOR THE YEAR ENDING DECEMBER 31, 1946

During the past year, we followed as closely as possible the plan given in the 1945 Annual Report. Rails, ties, ballast, switches, tools, and supplies were bought as planned. Building restrictions and continuing scarcities of necessary materials postponed temporarily our carhouse construction; and the generator we plan to purchase is not yet available, but we are holding our option on it.

The generous contributions of many of our members made possible a year of great accomplishments. Our roster lists the cars purchased, but I wish to especially mention the acquisition of the AVR cars. This is the first time that a fan society purchased all the electric cars of an operating company, then shipped said rolling stock on its own wheels as part of a regular train through two countries, Canada and the United States.

The first part of our program, the assembling of historically noteworthy cars, is drawing to a close. Our goal is nearer but not yet attained, that being the actual creation of an operating short line. Every dollar that you invest will bring nearer the day of successful operation, so the more you contribute now, the sooner we will have our cars running.

SEASHORE

John E. Amlaw

FINANCIAL SUMMARY FOR 1946

Cash on Hand, January 1, 1946	\$	983.23	
Total Receipts		2218.86	
Total Cash			\$ 3202.09
Total Expenditures			\$ 3152.98
Balance on Hand, December 31, 1946			\$ 49.11

N. E. E. R. H. S. Inc. - Annual Report

Editor: John E. Amlaw
 Arranger: Theodore Santarelli
 Cover Drawing: Walter F. Goddard
 Printing: Ralph Derby
 Photographs: Lester H. Stephenson
 John B. Barr
 Joseph E. McLaughlin
 Hugh E. Wentworth

REPORT OF THE CHIEF ENGINEER

1946 has seen this Society accomplish much in all phases of its work, and 1947 calls for even greater efforts. A short extension of our main line and construction of a three track yard in place of the former single track have nearly doubled our 1945 trackage. Further track extension will be simple and straightforward whenever we receive donations of rail or funds to buy it. We are following the plan shown in our 1945 Annual Report with two minor changes: the southerly end of the main line will be relocated along the Clough's boundary and extended to a point that will allow of easier unloading of cars; and the front of the barn will be set back a short distance, to allow curve swing clearance for car #70, which is larger than any car owned or anticipated at the time the plan was originally drawn.

The need for a car barn is urgent. Although our cars are being kept in condition by dint of frequent painting, any electrical or mechanical repairs are impracticable until shelter is provided. Concrete blocks appear to be a suitable material for the car barn as they are not especially scarce or expensive as building materials go today, and volunteer labor to lay them is now available. In combination with sheet iron for doors and roof, we can have a reasonably fire-safe building. After the car barn, we will need a longer main line and a power plant. These were covered in the 1945 Report and do not involve any particular difficulty once we have the money to buy rail, line material and generating equipment.

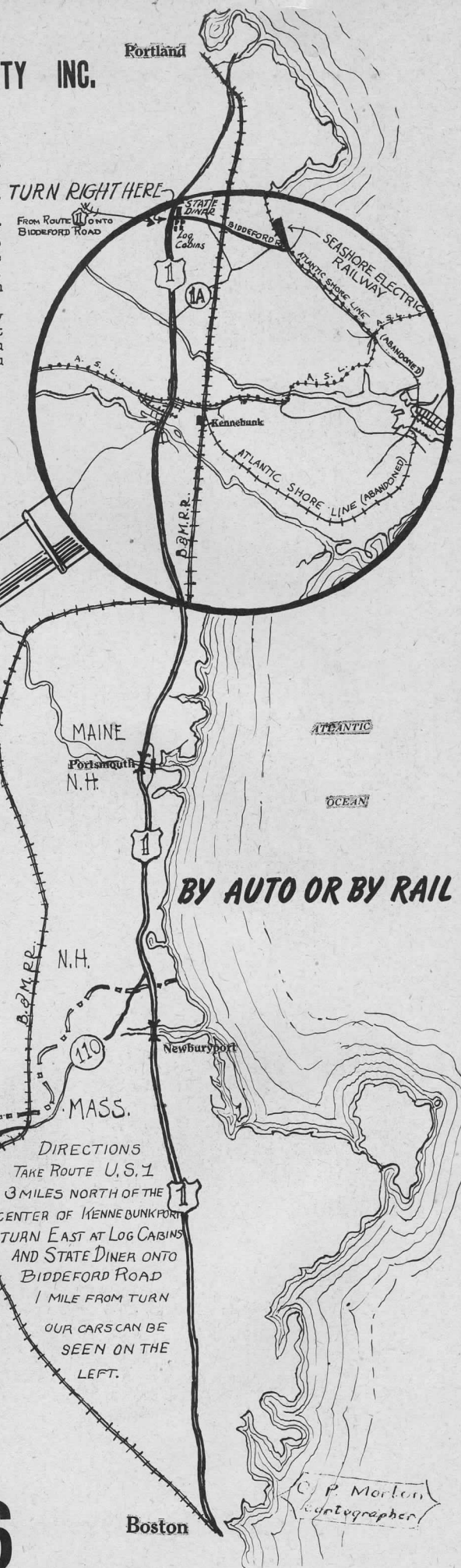
As we look to the farther future and the question of what sort of line we can ultimately build, we find to the north and east a large area of gently rolling woodland which was formerly traversed by the Atlantic Shore Line on its route from Biddeford to the Kennebunkport tourist region. It would be entirely practicable to build some three miles of line on any of several possible routes without encountering a highway crossing or any difficult construction problems.

Your Chief Engineer acknowledges with gratitude the continued loan of the transit by Mr. J. P. Lienesch; technical advice given by Professor Douglas P. Adams of the Massachusetts Institute of Technology; information on car clearance dimensions from the Connecticut Company and the Boston Elevated Railway; the valued assistance given by the Worcester Street Railway for their very great aid in helping us to obtain the temporary crossovers in use by that company before their conversion to bus operation. The four switches from these crossovers made it possible for us to build our yard months earlier than we could have otherwise.

All in all, we have undertaken an ambitious project and have already accomplished a great deal, with very limited funds. It behooves us to keep up the good work, get our cars under shelter, lengthen our main line, set up our power plant and start active operation of our railway.

Henry B. Brainerd

ANNUAL REPORT-1946



BY AUTO OR BY RAIL

DIRECTIONS
 TAKE ROUTE U.S. 1
 3 MILES NORTH OF THE
 CENTER OF KENNEBUNKPORT
 TURN EAST AT LOG CABINS
 AND STATE DINER ONTO
 BIDDEFORD ROAD
 1 MILE FROM TURN
 OUR CARS CAN BE
 SEEN ON THE
 LEFT.

C. P. Morten
 Cartographer