

# SEASHORE ELECTRIC RAILWAY

**NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY INC.**



**ANNUAL REPORT**

**YEAR 1947**

## NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY INC.

Owner of the  
**SEASHORE ELECTRIC RAILWAY**

FOUNDED 1939

INCORPORATED 1941

*A non-profit organization operated by its members for the creation of an historical electric railway.*

### General Offices

10 SPRING HILL TERRACE  
SOMERVILLE 43, MASS.

### Officers and \*Directors

President . . . . . \*Alex van C. Hamilton  
General Manager and 1st Vice-President . . . . . \*Theodore Santarelli de Brasch  
2d Vice-President . . . . . \*Gerald F. Cunningham  
Treasurer . . . . . \*John E. Amlaw  
Chief Engineer . . . . . \*Henry B. Brainerd  
General Auditor . . . . . \*David M. Twomey  
General Counsel . . . . . \*Leroy Snowden  
Superintendent of Power . . . . . \*Walter F. Goddard  
Superintendent of Erecting Shop . . . . . \*Kenneth Cummings  
Superintendent of Transportation . . . . . \*John B. Barr  
Superintendent of Equipment . . . . . \*Joseph E. McLaughlin  
Chief Clerk . . . . . \*Arthur F. Duncan  
Public Relations . . . . . \*Lester Stephenson  
Manager Southern Division . . . . . \*Edward J. Barry  
Manager Kennebunkport Division, Hugh C. Wentworth

### Annual Report

Editor . . . . . Cassius M. Clay  
Photographs . . . . . Phil. H. Bonnet

### Publicity

General Publicity . . . . . George Burdick  
Magazine Correspondent . . . . . Robert Powers

### MEMBERSHIP

Any person interested in the program of the NEERHS is eligible to apply for membership. Dues are \$2.00 per year, expiring on March 31 of the year following payment.

Members will receive passes entitling them at any time to visit the property and use the facilities of the Society. They will also be placed on the general mailing list to keep them informed of all activities.

### VISITS TO RAILROAD

Non-members are welcome to visit our Kennebunkport property free of charge if they sign an accident-liability waiver obtainable from any NEERHS officer. Members must be ready to show their passes.

*The cover picture by the Sanford Tribune shows the York Utilities Company officially transferring ownership of No. 88 to representatives of the NEERHS after the car made its last run between Springvale and Sanford, ending all passenger trolley service in Maine.*

## PRESIDENT'S REPORT

The year 1947 has been a notable one for the New England Electric Railway Historical Society. Our membership has increased by fifty new members (a total now of about one hundred and eighty members); our original equipment is intact despite the forest fire; and we have acquired additional interesting cars.

New members, and others who are interested in the Society, should appreciate that a great deal of progress has been made since our inception in 1939 as a non-profit organization operated by its members to create a representative, historical electric railway. The Society now owns ten historical railway cars; several essential service cars and trucks; land at Kennebunkport, Maine; and has already constructed a portion of a line on which to operate the cars. Informative literature is occasionally issued, and a library is being formed that will make available information about all kinds of historical electric railways. A General Office is maintained at 10 Spring Hill Terrace, Somerville, Massachusetts. Yet, all of these activities are supported by two dollar a year dues and through contributions. The Society has no debt, and wants none.

In the calendar year 1947, the Society collected approximately \$300 in dues which were first used to pay office expenses (there are no salaries), and then to buy expendable supplies such as paint. Until the Society can afford to move its remaining few cars not already on our own land at Kennebunkport, we must also pay rent for storage. Nearly \$2,000 was raised in 1947 through contributions to our work (by members and non-members), of which each \$10 "Share of Contribution" is recognized by one vote at the Annual Meeting. The money has been spent on capital im-

provements, such as purchases of historically interesting cars, their moving and restoration, and on rail and wire. No individual has made any personal financial gain of any sort. About \$3,000 would be a minimum valuation of the time spent by our members in 1947 on Society business, and in improving our cars and land.

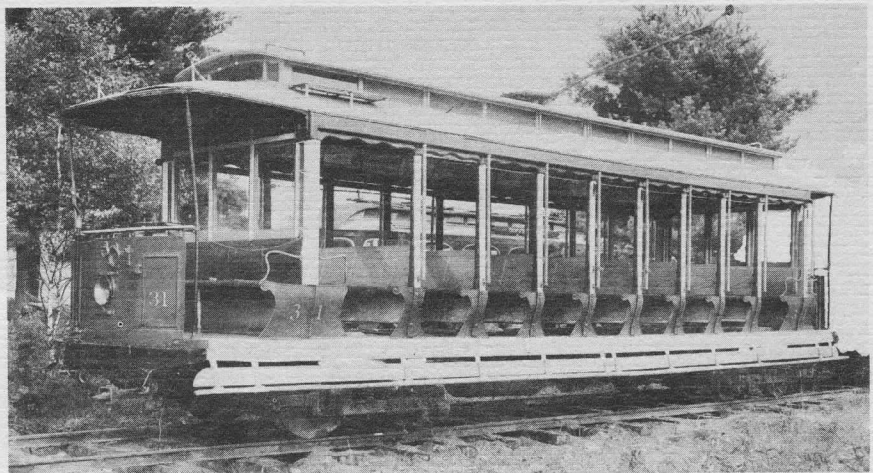
The United States Treasury Department has ruled that the Society is exempt from Federal taxation, and that all contributions to the Society are exempt from income, gift, and estate taxes to the extent provided by law for nonprofit corporations. Both dues and shares are deductible.

Plans are being made for the eventual day when we will have power to operate our cars. The most economical source of 600 volts DC appears to be a generator driven by a 200 horsepower gasoline or diesel engine. We have arranged to purchase such a generator, but we still must find a suitable engine at a cost appropriate to the budget of the Society.

The most important project for the next year is to build a car barn that will protect our Open Bench car No. 31, and such others as we may acquire, from the weather. Satisfactory designs (wood frame with sheet-metal roof and sides) have been approved for the barn. The problem remaining is to accumulate enough money (at least \$1,000) for the materials to build it.

This program will require a considerable amount of both money and labor. The Society is determined to avoid a burden of debt. Therefore, during the next year, we must pay our dues promptly, buy as many shares as possible, interest others in our work, and take a personal part in the Society's activities.

*Alexander van C. Hamilton*



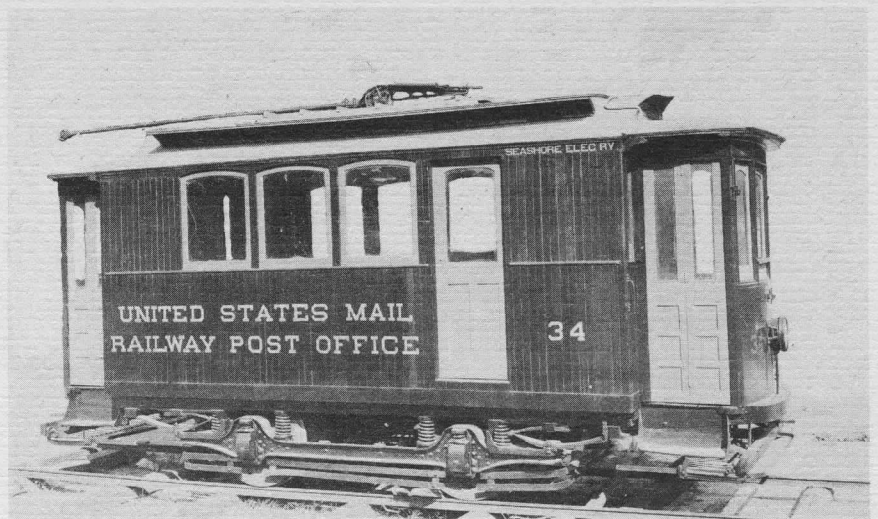
No. 31 — the last remaining open trolley in Northern New England. The paint job and lettering were done by NEERHS members at Kennebunkport, Maine.

## GENERAL MANAGER'S REPORT

The span of years represented by our collection of Street Railway cars has been extended by the acquisition in 1947 of both our oldest and our newest cars.

Our oldest car is No. 34, a single truck Railway Post Office car, purchased from the Union Street Railway Company of New Bedford, Massachusetts. No. 34 was built in 1879 by the Fiegel Car Co. of New Utrecht, New York. It represents an early type of electric street car, namely a horse car converted by the substitution of an electrically driven truck. For many years, No. 34 was a single truck box type car used for passenger service, but later it was changed to a Railway Post Office car for the New Bedford-Fall River-Onset line. The newest car is No. 88, a double-truck lightweight car built by the Wason Mfg. Co. in 1926. This car is representative of the latest type used before the adoption of the PCC car as standard in the Transit Industry. Originally No. 12 of the East Taunton (Mass.) Street Railway, the car was renumbered upon purchase by the York Utilities Co., in 1930 to No. 88. Operated by this latter company between Sanford and Springvale (Maine) until April, 1947, it was the last passenger trolley to operate in the State of Maine.

A very small four-wheel freight car was also acquired from the York Utilities Co. in Sanford for use on our property as a tool shed. Stock bins previously set up in No. 615 were removed and were fitted in this tool car. It was originally Mousam River RR No. 8, built about 1890, and was used as a baggage and express trailer behind a single truck passenger car similar to our No. 60.



No. 34 — our oldest car and most recent acquisition. The Duncans and Ed Barry recently repainted it at its temporary location in South Carver, Massachusetts.

Two gasoline vehicles were added to our roster of equipment in order to speed and facilitate the construction of our railway. One, a tractor rebuilt from a Model "T" Ford truck, was presented to us by member J. E. McLaughlin. It has already proved invaluable in plowing; grading; hauling rails, ties, and poles; moving cars; and also in carrying water during the October forest fire.

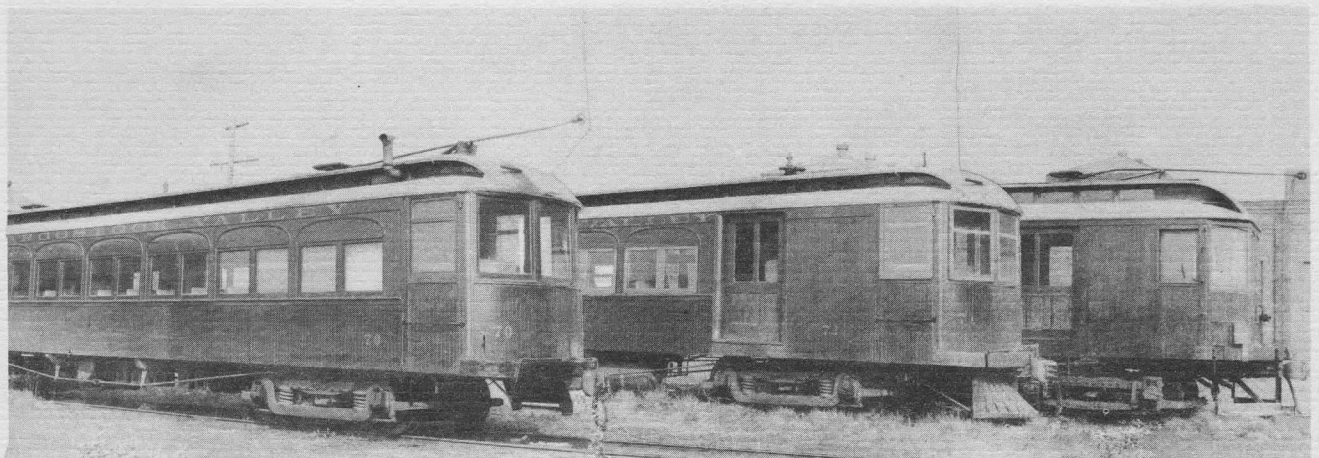
The second vehicle is No. S-117, a 1929 Model AA Ford Line truck, purchased from the Eastern Massachusetts Street Railway last fall. It will be put to work this Spring helping us to get our trolley wire properly installed. Equipped with a double collapsing tower capable of reaching up to eighteen feet, it also has a swivelling platform as well as complete tool and line material bins.

Former Eastern Massachusetts Street Railway car No. 4387, purchased by us

during the previous year, was moved up to our property during March 1947 on a low trailer, trucks and all, over the highway from the Salem Street carhouse in Medford to our rails in Kennebunkport.

The body of car No. 88, York Utilities Co., was brought over from Sanford in May by William Foran, who rigged the car as a semi-trailer with his tractor on the pulling end, and bogie wheels under the back end. The car trucks were loaded one at a time on the Clough's truck by Seashore members in the pouring rain. When all was in readiness, a Seashore crew reassembled No. 88, trucks, fenders, and all, in a record time of five hours.

No. 34 (Railway Post Office car) was brought from the Pope's Island car barn in New Bedford to a short section of track prepared for it by Mr. Atwood at South Carver, Massachusetts, where



Nos. 70, 71 and 52 — our three former Aroostook Valley cars now temporarily stored on a B. and M. siding at North Billerica, Massachusetts. No. 71 is being repainted by Walter Goddard and NEERHS members. All the windows in No. 52 have been reglazed and the doors are being repaired preparatory to repainting the whole car.

it is in temporary storage, thanks to the courtesy of the Edaville Railroad. Loading of this car on a truck was accomplished in about fifty-five minutes time by our members Duncan and Amlaw. Unloading was accomplished in about the same time at South Carver by a crew from the Edaville Railroad.

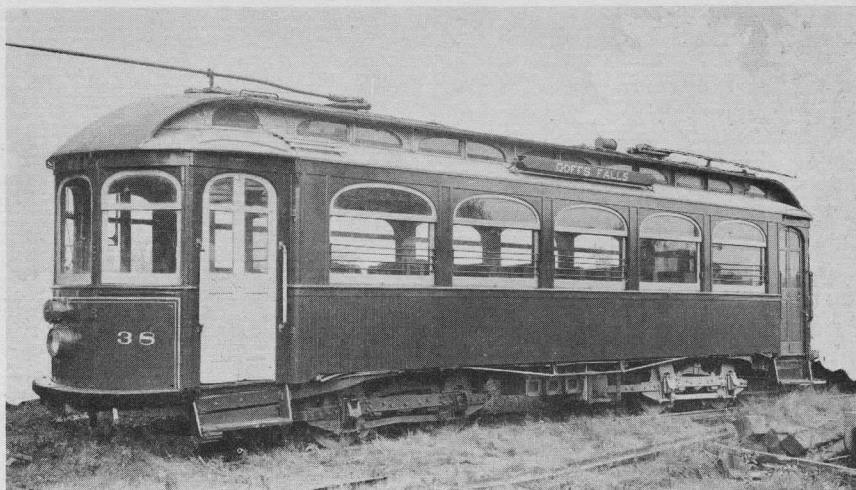
No. 8 was loaded in Sanford, Maine by using the rails on which it was standing as a ramp. It was rolled up onto a truck and the rails were dismantled and loaded for use on our property.

The northern end of the main line was lengthened 60 feet with rail brought over from Sanford, and the northern end of No. 1 yard track was lengthened 60 feet with rail also previously acquired for the job.

The original southern end of the old main line, including the railroad type switch, was torn up and the curved rails straightened. A new long switch has been installed to connect the yard with the main line, using the 15 foot switch points and slide mechanism previously obtained from the Spot Pond line. Grading for the new main line location is nearly complete except for several loads of fill.

Approximately 250 feet of track was laid this summer and all of our special track work was completed. Seven truck loads of gravel went into the track ballast. John Barr, the Stephensons, and Roscoe Tarbox loaded and transported to our property one hundred creosoted ties in excellent condition. Much of the grading was done by Tom Henley and Hollis Hitchins working with a plow and scoop drawn by McLaughlin's tractor. A 135 foot section of siding, purchased in late November, was unearthed and stored until Spring by the Seashore track crew. This rail will be used to construct No. 3 barn track.

Nine trolley poles, five of them creosoted, were obtained through the efforts



No. 38 — a former Manchester-Nashua car. Its new roof canvas and paint job were applied by our members at Kennebunkport, Maine.

of members. Six of these poles, two of them replacing old ones, have been set and additional span wires have been erected.

Late in December, the complete overhead wire of the little Joe Cushing Railroad in Fitchburg, Massachusetts was purchased, thanks to Mr. Dickenson (grandson of the railroad's founder). The trolley wire was taken down in the longest lengths possible, giving Seashore nearly 2,000 feet of copper 00 gauge trolley wire.

Some fifteen Seashore members will never forget the terrible days and nights during the October forest fire. The days were spent clearing ground, plowing furrows, hauling off brush, and filling water cans. Besides standing all night fire watches, the night crews also fought the fire itself with back fires.

We cannot thank the Clough family enough for alerting us at the outbreak of the fire, and for directing us, and for aiding us in actually fighting it off. The area for our carhouse and some 500 feet of main line to the north were cleared

by members at the time as an additional safeguard from the fire.

Car No. 615 has been temporarily converted into a club house equipped with electric lights, heat, and cooking facilities. Many of our members find that a week-end can be spent very pleasantly at Kennebunkport working on our cars, and extending our track. This summer, as much help as possible will be needed to construct the car barn. Contact myself or John Amlaw whenever you would like to join a group going to Kennebunkport. If motoring up by yourself, take U. S. Route 1 to Kennebunkport and continue on U. S. 1 approximately three miles to the "Log Cabins," a roadside tourist camp. Take a right turn here (Biddeford Road) and follow this road going east for a mile, crossing the Boston and Maine tracks. You will then see our cars at the left. If no members are at work on the property, present your pass to a member of the Clough family in the nearby farmhouse before visiting the property.

*Theodore Santarelli de Brach*

## ROLLING STOCK AS OF DECEMBER 31, 1947

| CAR NOS. |  | YEAR PURCHASED | TYPE             | BUILDER           | PASSENGER CARS |            |          |               | FORMER OWNERS                   |
|----------|--|----------------|------------------|-------------------|----------------|------------|----------|---------------|---------------------------------|
|          |  |                |                  |                   | YEAR           | TRUCKS     | MOTORS   | CONTROL       |                                 |
| 31       |  | 1939           | 12 Bench Open    | Brill             | 1900           | Br 22-E    | 2 GE-200 | K-36          | Biddeford & Saco R.R.           |
| 38       |  | 1940           | Interurban Pass. | Laconia           | 1907           | Lac 9B     | 4 GE-80  | K-28          | Manchester & Nashua St. Ry.     |
| 60       |  | 1941           | 20' Box          | Laconia           | 1895           | Br 21-E    |          | K-2           | Manchester St. Ry.              |
| 80, 82   |  | 1946           | Birney Safety    | American Car      | 1920           | Br 78M     | 2 GE-258 | K-10          | Denver Tramways; York Utilities |
| 70, 71*  |  | 1946           | Coach-Baggage    | Wason             | 1912           | Br 27 MCB2 | 4 Ge-217 | K-42A         | Aroostook Valley Railroad       |
| 4387     |  | 1946           | Convertible      | Laconia           | 1918           | BS 12C     | 4 GE-247 | PC-5, CJ 129A | Eastern Mass. St. Ry.           |
| 88       |  | 1947           | 30' Lightweight  | Wason             | 1926           | Br 177E1X  | 4 GE 258 | K-35JJ, LB    | East Taunton; York Utilities    |
|          |  |                |                  |                   | WORK CARS      |            |          |               |                                 |
| S-71     |  | 1945           | Line Car         | Bay State         | 1915           | Peckham    | 2 GE-67  | K-10, K-12    | Eastern Mass. St. Ry.           |
| 038      |  | 1946           | Motor Flat       | Wor. Con. St. Ry. | 1919           | Bemis      | 2 WH-3   | K-6           | Worcester Consolidated          |
| 52       |  | 1946           | Freight Motor    | Brill             | 1909           | Br 27E1½   | 4 GE-205 | Type M, C-71  | Aroostook Valley Railroad       |
| 34       |  | 1947           | R.R. Post Office | Fiegle            | 1879           | Maguire    | 2 GE-800 | K-2           | Union St. Ry., New Bedford      |

ADDITIONAL WORK EQUIPMENT INCLUDES: A 4-wheel Flat Car, a 4-wheel Box Car, a Hand Car, a Model T Ford Tractor, and a Model AA Ford Line Truck.

\* Property of W. F. Goddard, Seashore member.